

PRIX EDITIONS



INTERNATIONAL GRAND PRIX MAGAZINE

DECEMBER 1987

\$6 (Aust) \$7.75 (NZ) INC. G.S.T.

FULL DETAILS

**THE AUSTRALIAN GRAND PRIX
THE RACE, THE EXCITEMENT,
THE PEOPLE**

**WE SPEAK TO THE
AUSTRALIAN G.P. WINNER**

**FEATURE - FAST AND
FURIOUS - FERRARI**

G.P. RACE REPORTS

**FORMULA ONE -
THE SEASON AT
ITS CLOSE**

GIANT POSTER

**1987 WORLD
CHAMPION
NELSON
PIQUET**

GOODYEAR

MAGNET
MARELLI
WEBER

GOODYEAR



When the lights turn green, so will everyone else.

The body of the new Vortex Turbo has been designed to both please the eye and play an integral part in its performance.

The result is a 0.29 Cd drag co-efficient. A remarkable figure, that ranks it as the most aerodynamic production coupe currently available and, no doubt, makes our competitors feel a touch green themselves.

While under the bonnet, a turbo-charged, fuel-

injected, overhead cam engine makes full use of all 0.29 Cd's.

Of course, speed isn't the be all and end all. Front wheel drive, an unusually low centre of gravity, all independent suspension and rack and pinion steering make corners fly by with singular ease.

And, four wheel disc brakes bring it quickly and safely to rest.

On the inside, the Vortex is quite literally jam-

packed full of every performance feature and refinement you could wish for.

There's power windows, power steering, power mirrors, sports instrumentation, central locking, a multi-adjustable driving position and a 20 watt, 4-speaker, AM/FM stereo cassette system.

The list goes on and on. In fact, about the only choices you have to make are between the manual and automatic versions of a fuel-injected Vortex or our

turbo-powered model.

And now there's a new Vortex with constant all wheel drive.

As for the prices, let's put it this way: many lesser sports coupes cost a lot more.

May we suggest you put your foot down and organise a test drive today.

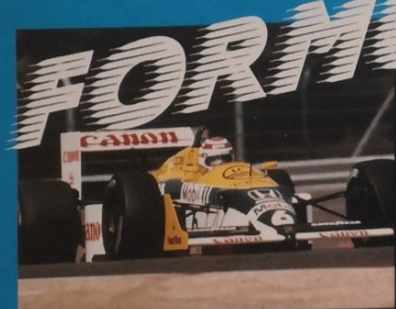
SUBARU
VORTEX TURBO

FOR YOUR NEAREST SUBARU DEALER PHONE: NSW (02) 888 0222; VIC (03) 551 8133; QLD (07) 399 0999; SA (08) 51 9222; WA (09) 249 2600.

OR CALL TOLL-FREE 24 HOURS (008) 226 643 OR LOOK IN YOUR YELLOW PAGES. SUBARU (AUST) PTY LTD, A MEMBER OF THE LNC GROUP.

MA&C DDB SUB4744

The only tyre in



WILLIAMS Nelson Piquet



FERRARI Michele Alboreto



LOTUS Ayrton Senna



WILLIAMS Nigel Mansell



MCLAREN Alain Prost

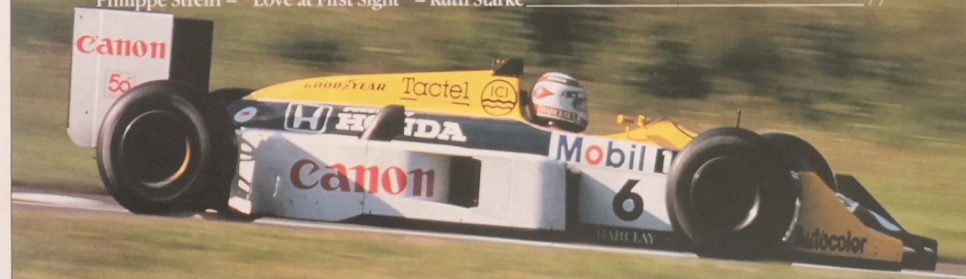


GOODYEAR

For a 900mm x 690mm colour poster of this page send \$4.50 with name and address to Goodyear Advertising P.O. Box 21, Granville NSW 2142

CONTENTS

Prix News	4
The Secret Behind Berger's Success - Frank Pangallo	8
Prix Parties	12
The Australian Grand Prix - Race Report - Stuart Sykes	14
Brundle's Brief - Martin Brundle	26
Flying Senna - Ruth Starke	28
The Season at its Close - Jeff Hutchinson	30
The Mansell Jinx - Frank Pangallo	34
Fast and Furious Ferrari - Frank Pangallo	39
Portugese Grand Prix - Stuart Sykes	44
Spanish Grand Prix - Stuart Sykes	50
Mexican Grand Prix - Stuart Sykes	56
Casio Competition	63
Capelli - Ruth Starke	64
Japanese Grand Prix - Stuart Sykes	66
Fresh Faces - Roberto Moreno - Ruth Starke	74
Fresh Faces - Stefano Modena - Ruth Starke	76
Philippe Streiff - "Love at First Sight" - Ruth Starke	77



Prix Editions
Skyhart Pty Ltd
62 Dulwich Avenue,
Dulwich 5065
Adelaide
South Australia

Phone: (08) 31 5100
Fax: (08) 332 9919

Publishers
Sallyanne Bond
Peter A. Murray

Executive Editor
Peter A. Murray

Editorial Board
Sallyanne Bond
Peter A. Murray
Ruth Starke
Dave Kennard
Stuart Sykes

Contributors
Jeff Hutchinson
Martin Brundle
Ruth Starke
Stuart Sykes
Frank Pangallo

Photographers
Dave Kennard - Specialist Photographer
Sipa Press - Paris
De Nombel - Acikalin - Perec - Lacombe
Compoin - Taillarde - Taylor
Rod Eime - J.J. Kamma
Ruth Starke

International Advertising Manager
Sallyanne Bond
International Subscription & Merchandise Manager Derani Zealand
Distributed in Australia by Gordon and Gotch Ltd., Sydney. Distributed in New Zealand by Magazine Distributors, Auckland.
*Recommended Retail Price.

Design and Concept - Peter A. Murray and Sallyanne Bond
Typesetting and Production - Le Type Le Art Pty Ltd
Printed in Australia by MacArthur Press Pty Ltd - Sydney
Colour Separations by - Impact Graphics Pty Ltd

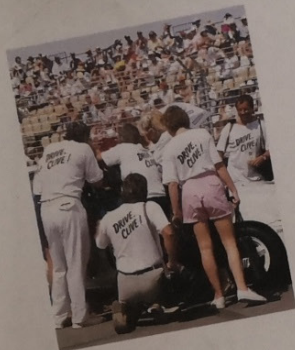
Front Cover

Winner of the Australian Grand Prix - Gerhard Berger. Pic: Stephane Compoin - Paris.

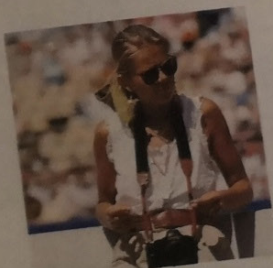
All rights reserved. All articles are their author's sole and entire responsibility. The views expressed in this magazine are not necessarily those of the publisher. This magazine may not be reproduced in whole or in part without written permission from the Publishers. Unsolicited material will be considered, without any obligation, responsibility or guarantee of return on Prix Editions part.

Prix NEWS

RUTH STARKE



Most of the invited glitterati having failed to materialise, CLIVE JAMES was pronounced Super-Celebrity-by-default and proceeded to monopolise press attention during his try-outs for the Nissan Celebrity support race. Clive didn't place anywhere but acted as though he had, and his film crew, busy making a documentary of the whole thing, were so relieved nothing calamitous had happened on the track they were considering changing their "Drive, Clive!" T-shirts to read "Clive's Alive!" before packing up and heading off to the beach. Clive attributed his dramatic weight loss to "pure fear" but refused to confirm he had paid STIRLING MOSS telephone number sums to teach him to drive...



STEFAN JOHANSSON, it seems, is too good for the little teams and not good enough for the big teams, hence his failure in finding a drive for '88. Tip is he'll go cart racing in the USA, while Nannini gets the second Benetton seat... KATHERIN VALENTIN, NELSON PIQUET's number one, seems to have found something to do around the pits besides being interviewed. She and her Nikon were very busy in pit lane, mixing with the professional photographers shooting the two Williams drivers. But the ones she'd have no trouble selling were the pics she shot of her and Nelson frolicking on Glenelg beach...



Club Med Bali must have been crawling with Grand Prix drivers in the week before Adelaide. Hope they all got a good deal. At last count, those present included RENE ARNOUX, PHILIPPE ALLIOT, AYRTON SENNA, THIERRY BOUTSEN and PHILIPPE STREIFF. PATRICIA BOUTSEN always manages to find the best of Aussie fashion. She sported a sensational white T-shirt with a sparkling applique of an F1 car on a map of Australia, bought in Sydney and made by "Nicole CV"... local designers, "Viva La Wombat!" presented CHRISTIAN DANNER with two of their T-shirts in recognition of his sponsorship of a wombat at Taronga Park Zoo, and Christian went scootering off to buy more from their Rundle Street boutique... and many of the drivers' wives who had been holidaying up north, including SUZY PATRESE, sported Ken Done shirts and T's...

SATORU NAKAJIMA enjoyed a break in Sydney with his wife AKIMI after the GP. He and the Honda crew are experts in sourcing out the best Japanese eating in town and their vote went to the Matsuri, in Gouger Street...



IVAN CAPELLI thrilled the Italian waiters in popular Rigoni's Bistro when he popped in for pasta, cheerfully posed with staff for photographers and autographed the wall for owner CUN CAON, and all this despite the fact that the place was hung with Ferrari flags and sported a photograph of AYRTON SENNA! But now Ivan has joined the gallery of satisfied customers...



Sight of the race weekend had to be NELSON PIQUET climbing into the boot of a white Commodore so he could be driven through the paddock gates unnoticed by fans! We didn't witness him climbing out but that must have been quite a sight, too - it was a hot day Saturday and it took a long time to drive out of the circuit!

JAMES HUNT, never one to be shy about ripping his top off, was soaking up the sun in a pair of small blue shorts and not much else, preparing himself for a flight back to chilly England and huge celebrations for his 40th birthday. He'd holidayed in Melbourne the week before the GP with friend-of-the-rich-and-famous, CAPTAIN PETER JANSEN.



AYRTON SENNA (who recently bought his first Lear jet) had no sooner landed in Adelaide than he was on top of Tapley's Hill flying remote controlled model aeroplanes. The next day (Thursday) at the Keswick headquarters of Model Flight, he was presented with a model Lotus Honda 99T, a replica of his '87 car, by Rob James, Managing Director of Toy Traders, the Australian distributors for Tamiya, the Japanese company which manufactures the plastic models. Tamiya have 85% of the world market for radio controlled cars and the one given to Ayrton was "because of his Honda connection, because we're all fans and because we thought it would be useful for him to practise on!" Ayrton then proceeded to demonstrate that practice is definitely something he doesn't need to do, because he went out into the car park with a similar but much more powerful model car, a one-twelfth racer with a special \$150 engine, and showed his mastery of the game, handling the curves and dodging the ranks of parked cars like a true expert, even though it was his first handling.



LOOK WHO'S READING PRIX EDITIONS!



WHAT I DID IN THE HOLIDAYS... End-of-season breaks have been enjoyed by nearly everyone before hitting Adelaide, and Barrier Reef islands must be counting the F1 money that has passed through their tills thanks to the Grand Prix. MARTIN and LIZ BRUNDLE and JONATHON and GILL PALMER holidayed on Dunk Island, and were joined in their exploration of the reef by funny-man and Celebrity Race Challenger, ROWAN ATKINSON. Others enjoying Hayman Island included RICCARDO PATRESE and his wife SUZY, PAOLA NANNINI (Sandro was testing for Benetton

at Imola) and KEN TYRRELL, while a special charter flight left Adelaide after the Grand Prix, carrying more holidaymakers from the F1 circus northbound. CHRISTIAN DANNER headed to Perth for some sailing with yachtie friends (he carries a copy of John Bertram's book "Born to Win" with him these days) and SATORU NAKAJIMA flew to holiday in Sydney and to rejoin his wife AKIMI.

THIERRY BOUTSEN and his wife PATRICIA went to Club Med Bali with AYRTON SENNA and his girlfriend, MARJORIE (although Thierry only managed three days, due to Benetton testing in Europe), all becoming extremely proficient at windsurfing. After all that name dropping, it's nice to be able to report that World Champion NELSON PIQUET spent his holidays at Adelaide's most suburban beach, Glenelg... although most of his time was spent in the air, at the controls of a helicopter he is learning to fly. Nelson already has a twin-engined Lear jet, but he needs a helicopter to carry him between his 34 metre yacht anchored in Monte Carlo harbour and the Lear kept at Nice Airport. And you thought you had problems getting to work!

JOHN FARNHAM, Australian pop superstar, was led around pit row during Friday's untimed practice, by local expert BILL O'GORMAN. "I'm a Formula 1 fan", confided John, "but I'm learning a lot today I never knew before". All the Australians present recognised Whispering Jack, of course, but most of the foreign pit crews were mystified by the long-haired blonde attracting all the media attention. "Who is this person, can you tell us?" asked the Ligier pit crew, anxious to know what all the fuss was about. It's not often anyone in pit row gets more attention than the drivers!

Everyone was teasing newcomer ROBERTO MORENO that he wouldn't have the stamina to last the race distance. Roberto proved them wrong when he came back to the pits, after finishing sixth, by tearing off his overalls and performing 20 press-ups on the pit floor!



A BRIDGESTONE SO SPECIAL, IT'S ON THE RAREST PORSCHE OF THEM ALL.

Some challenges, like some roads, beg to be taken. Creating the tyre selected as original equipment for the Porsche 959 was one of those.

The 959, for the time being, is the ultimate Porsche. And if it were built just for racing, Porsche could have assigned it a series of racing tyres. But the 959 called for something more versatile in the way of rubber.

After an exhaustive review, Porsche equipped the 959 with a specially prepared Bridgestone RE71. Which, for the time being, is the ultimate Bridgestone.

This 17-inch ultra-low profile radial uses a dual compound with a new synthetic rubber that's so unique, it's patented. It improves grip and response. And vastly increases heat resistance.

The RE71 also lists a host of design refine-

ments. Including a special jointless cap layer, rayon casing and steel belts for high speed durability. Unidirectional tread for impressive directional stability and wet weather performance. Special grooving for uniform tread wear when driven hard. And more rounded shoulders for better dry manoeuvrability.

All work to make the RE71 something surprising. A tyre whose high speed characteristics rival those of dedicated racing tyres. Yet whose road manners compare to the finest street tyres.

So if it's sheer driving pleasure you're after, you might start with the street version of the tyre Porsche chose.

From Bridgestone. Where we're on track with tomorrow's technology.

RE71



BRIDGESTONE

THE SECRET BEHIND BERGER'S SUCCESS

Get the feeling a new star's been born?

Gerhard Berger's emphatic wins in the Japanese and Australian Grands Prix this season for Ferrari have propelled him to the top of Formula One, making him one of the hottest properties in motor-sport.

Not that it wasn't totally unexpected. After all, Berger competently demonstrated his skilful qualities with the inconsistent ATS, Arrows and Benetton teams before the surprising move to Ferrari this season. It's just that it's come a lot sooner than most of us would have predicted. While Nigel Mansell's bone-jarring crash in Japan might have robbed us of an enthralling climax for the world championship, his misfortune did hasten Berger's arrival into the top echelon of Formula One drivers. And with it the long-awaited revival of Ferrari that will give 1988 added dimension and exciting new possibilities.

Berger could have quite easily finished 1987 with at least four Grand Prix wins instead of two. He threw away certain victory in Portugal with an uncharacteristic lapse in his concentration – a mistake for which he has since been forgiven – and in Mexico looked invincible until turbo failure forced him to retire.

But at Suzuka and on the streets of Adelaide Berger did it with arrogant ease, starting from pole on both occasions in a much improved car that's certain to figure much more prominently next season. However, there's another much more significant reason for Berger's late charge... his unorthodox driving technique, rather than a quicker car!

It's a fact the Ferrari's straight-line speed is slower than the all-conquering Williams-Hondas and the TAG-powered McLarens. And even though Berger and Alboreto have virtually identical cars, it's



BY FRANK PANGALLO

been a topic of much debate why Berger has been able to squeeze that little bit extra out of his scarlet turbo machine than his team-mate and his quicker rivals.

Now the "secret" is out. Berger has perfected the "left braking" technique, where he uses his left foot to operate both the clutch and brakes while keeping his right planted on the accelerator. It's the same style used by the late Jim Clark, whose tearaway victories mesmerised sixties aficionados. However, few others have tried it because of the risks involved in such a manoeuvre that requires intense concentration and extremely quick reflexes. Fresh from his exhausting Adelaide triumph, in which he led all the way in searing heat and without ear-plugs to cut down the scream of his machine that generates up to 900 bhp, Berger explained how the technique was able to make him go at least one

second quicker when he tried it while driving Formula 3 in 1984.

"It works really well on fast circuits like in Austria", the tall, lean Berger said excitedly. "You get a good effect under the car because the engine pushes the brakes and the car goes down. I stopped using it for a while because the cars I drove weren't suited. But this year I found out it was possible to do it in my first test session with the Ferrari.

"I started again and now I do it at every circuit. It works better on a special type of corner... quick ones, usually left handers. But you have to get the car right first, especially at the rear. If the car sits down at the back you get some understeer, so what I have to do is brake left, put the nose down and then regulate the power. I pick up downforce in front and go around the corner.

"At Suzuka there is a left hander before the last chicane. I remember Michele (Alboreto) trying every gear to get out of it

quicker, but I went into it flat out in sixth gear... they couldn't believe what I was doing! I just go flat out, brake and regulate. Speed is the brake. The more I've done it this year, the easier it's become." But the effort has not been without its problems, particularly in qualifying. In Mexico, Japan and Adelaide his sizzling quick ones have caused him to be short of breath. "I don't know why", he says. "All I know is if I come back from a fast lap I feel disjointed. I have to open my visor or undo the zipper on my jumpsuit to get air in."

Berger likes qualifying. Sometimes more so than the actual race itself. Strangely, though, he says he has very little recollection of what happens on a quick qualifying lap. "I only remember big things... like if I'm going sideways too much or I lose time", the 28-year-old Austrian explains. "Take Adelaide

(where he set pole on the Friday qualifying session)... all I can remember about it was that I had to pass a car – I think it was a Tyrrell – and I went a little sideways. I don't know if I was going over kerbs."

But he hasn't forgotten his first drive in a Formula One car, an ATS, in 1984 for his home grand prix in Austria. "I didn't think a car could go that quick and how late you would brake. It was difficult... but impressive", he recalls. "I was never frightened... you have no time for this, to think how dangerous it is". According to Berger, aggression is the quality that sets some drivers apart from the rest in qualifying and doing an exceptionally fast lap. "I love qualifying", he admits. "It's where you can go 120 per cent. But you have to have something in you... you need to become very aggressive in a very short space of time. You can only be quick if you are aggressive.

"I don't know how I do it. When I first get in the car I feel nothing... then after one or two laps I get this urge to go quicker and quicker." Berger, cars and speed have been a package deal almost as long as he can remember. His father owned a successful car business and Berger recalls there were always cars around the family home. He drove his first car when he was six and by the time he was ten he could handle a truck! And, like most kids, Berger always dreamed about sitting behind the wheel of a sleek and gutsy racing car. But his father didn't approve and tried to encourage him to sell cars rather than thrash and crash them on a race track. He set him up in his own transport operation but it wasn't enough to get Berger's mind off his love of racing, by this time saloon cars.

"It used to be a sore point. My family wanted to take me away from it", he grins. "But I did what I wanted to do and I started racing. Now they're happy... and I'm happy. My father doesn't care too much for my racing but he likes to see me on the track when he can."

Even though Berger spends virtually the entire year racing cars (he says he does more than 40,000 kilometres in racing and testing) he still likes to keep his hand in his hugely successful trucking business (based near his home in Worl) that's run for him by a close friend. "I don't like to have holidays... five weeks on a beach here or there. I like to work", he says nonchalantly. "I go back to my business when I'm not driving. I like it because it's a change of pace and a diversion!" Berger steers a serious path, whether it's his career as a racing driver or as a successful businessman. When he's on the grand prix circuit he avoids the endless parties and



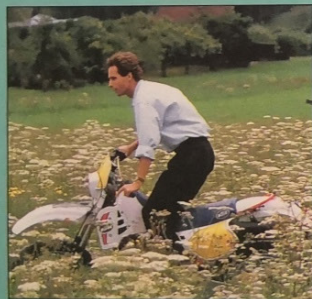


SIPA SPORT/LIVE ACTION

receptions, making exceptions only for those directly related to his team and personal sponsors.

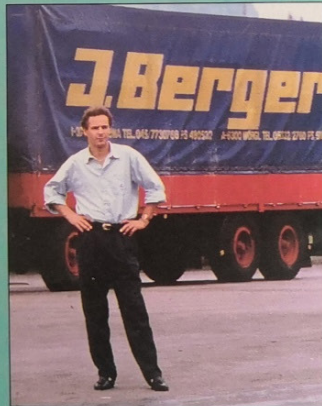
Before a race he winds down by sleeping. "It's not that I am anti-social. I'm here to race not to have fun. The people who come to watch you are there to enjoy themselves and have fun. I'm here to work and if you have to work, you have to concentrate and do your best. If you are not serious or don't try hard, you won't make it in Formula One. I want to be the best... this is why I'm driving." And he's particularly cynical, if not savage, about the glamorous women that the sport attracts. "Many go there because they're interested in a Formula One driver", he says. "I'm not interested in a girl looking for a Formula One driver". Rosie, the woman in his life and mother of his child, doesn't share his enthusiasm for motorsport and rarely travels with him to the circuits, preferring to stay at their home in Wörgl. That's good because when I'm home we talk about different things, not always about Formula One", he laughs.

Berger's penchant for speed is also reflected in his favourite pastimes. In winter he likes nothing more than hurtling down a snow-covered mountainside on a pair of skis or watching and taking part in a game of ice hockey. "Yeah... I like speed", he readily admits. Even though it may kill you, I ask. "Look, ever since I was a child I was doing fast and crazy



things and nothing happened to me. Then I'm driving normally along a road and I nearly get killed by a drunk. It can happen to you anywhere." He's sick of explaining his brush with death in January 1985 to journalists and inquisitive acquaintances. "I get it everywhere I go... I must have told that story 200 times!" he says shaking his head in disbelief.

But for the record, it's a miracle Berger survived and is still in one piece doing what he does. A thin, almost undistinguishable scar running under his chin is a constant reminder of how close he was to being a road statistic or a quadriplegic. Driving home from his transport business, Berger's car was shunted off a bridge by a drunken driver. He broke his neck and suffered serious internal injuries. Luckily for him, travel-



ling just behind were two Munich doctors who specialised in spinal injuries. They were able to diagnose the extent of his injuries and advised ambulancemen, ignorant of the correct procedures for such a situation, to use a specially-designed stretcher.

X-rays later revealed just how close Berger came to losing his life. Just one millimetre and he would have been history. The accident devastated him because he had just secured a seat with the Arrows team after four drives with the Anglo-German ATS in 1984. With the same gritty and punishing determination that has stamped him as one of

Grand Prix racing's most competitive drivers, Berger proceeded to make an astonishing recovery and discharged himself from hospital within a week of undergoing surgery, in which a plate was inserted to secure the broken bones in his neck.

Berger's move to Benetton in 1986 was the turning point in his highly promising, yet short, Formula One career. His quick and aggressive attitude in an unreliable, nonetheless powerful car, caught the attention of the ageing Enzo Ferrari, not long after the Commendatore rejected some outrageous demands made by Ayrton Senna and Nigel Mansell had a change of heart and decided to stay with Williams. Ferrari watched, studied and compared Berger's style on TV and then set about securing him to replace Stefan Johansson.

Not long after, the old man's judgement was enhanced when Berger scored his first Grand Prix win on one set of Pirelli tyres in the heat and dust of the Rodriguez autodromo in Mexico last year. At the time, Berger was weighing up whether to go to the famous Italian team or join Alain Prost at McLaren. "Ferrari was down. It hadn't won a race since August 1985 but I figured it would be easier for them to come back than for McLaren to stay where they were, at the top", he recalls.

"John Barnard's decision to change from McLaren to Ferrari also helped me make up my mind. Another reason I didn't go was because Niki (Lauda, Austria's brilliant triple world champion) drove there with such great success. I thought comparisons would be made if I didn't win races like he did. So I decided to go to Ferrari and help them get back." Berger won't say how much he's being paid but he quickly scoffs at the \$6 million figure that was freely thrown about in motorsport circles last year. "I can tell you it's not that much... and besides, I never like talking about money", he reiterates. But he's well off enough to be able to afford life's luxuries. He owns a Ferrari Testarose, a Lancia Ferrari, a BMW and a private jet that ferries him to Grands Prix around Europe. "Money isn't everything... but it helps me to enjoy myself, when I have to travel somewhere", he says. "I can stay in the best hotels... eat in the best restaurants. Why not? I've worked hard for this, it hasn't come easily." Berger refuses to get carried away with Ferrari's startling transformation as the season closed. "The car is very good but I won't get carried away with what's happened. We've won two races and the car is alright, but there's still a long way to go", he said.



SIPA SPORT/LIVE ACTION

PRIX PARTIES

International Formula One personalities attended the "Aussie B.B.Q." at the home of Prix Editions publisher - Peter Murray in Adelaide.

1. Dave Kennard, Ruth Starke, Diana Snowden, Nigel Snowden and Chris Snowden
2. Grace Deleo and Vedat Acikalin
3. Jane Washington and Geoff Morrow
4. Keka and Kuhu Barua, Peter Murray, Jim and Koula Zerefos
5. Christine Gully and Gillian Murray
6. Peter Murray and Sallyanne Bond
7. David Darke, Christine Gully, Robert Kelly and Brigitta Morner
8. Lucy Ragno and Vic De Fontenay



HILL SMITH ESTATE INTERNATIONAL FLAVOUR

The Hill Smith family of Angaston in South Australia have been making and marketing South Australian wines since 1849.

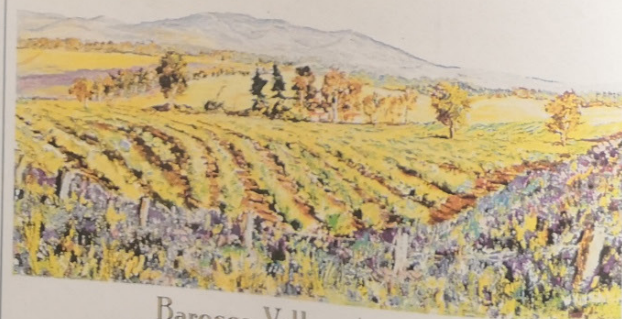
Today, 4th, 5th and 6th generation Hill Smiths play an active role in the product and marketing of their wines, both in Australia and to international export markets.

The distinctly varietal wines from Hill Smith Estate, Chardonnay, Semillon, Fume Blanc, Shiraz and Botrytis Affected Semillon are harvested to retain freshness, in the cool of the night, from the family owned home vineyard and hills vineyard situated in the eastern Barossa ranges.

The styles that have evolved are exciting and Australian, and are ideally suited for the international wine market.

The scene depicted on the label is also typically Australian and, in fact, was printed from an original painting by the recently retired Chairman, Mr Wyndham Hill Smith.

Hill-Smith Estate



Barossa Valley, Australia

PRIX PARTIES

At the Marlboro Function in the Grand Prix circuit.

1. Linda Maland and Sandro Nannini
2. Gerhard Berger
3. Stefan Johansson
4. Marco Piccinini from Ferrari with Prix Editions staff
5. Michele Alboreto and South Australian Premier John Bannon

The Agip Petroli dinner at the Bridgewater Mill Restaurant.

1. John Hassing and Camillo Biondi
2. Cheryl Batgola, Al Quadrell, Giuseppe Cornetti, Camillo Biondi, Jack Priore, Domenico Ventotini with the P.R. Department of Prix Editions
3. Bridgewater Mill



At "The Ball" - Dom Polski Centre.
1. Jakki and Les Kaczmarek
2. Peter Weir and Vicki McDonough



The 1987 Adelaide Grand Prix brought the creme of society to our fair city, and so too did the silver birds from Canberra. Caught in flight to the pits, Australia's Prime Minister, Mr Bob Hawke, stopped and tried a drop of the Peter Liebhich Grand Prix Port.

1. Julie Michell, Bob Hawke and Peter Liebhich
2. Julie Michell, Peter Liebhich, Rob Kelvin and Barry Dickson
3. Rona Hunter, Jackie Harrington, Julie Michell and Denise Thompson



1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIA

ROUND 16: ADELAIDE
NOVEMBER 15, 1987

Adelaide Alive?
Not with the World Championship already decided, and no Nigel Mansell, we all thought . . . How would South Australia cope with anti-climax for the first time after two years of rounding the season off in style? No worries, as they say in these parts: Adelaide's race was superbly run as always, a Ferrari victory proved that one of the great forces in Grand Prix racing is alive and well and living in Italy, and there was even some post-race controversy to add political spice to the rich menu Adelaide always sets out for its visitors.

Practice proved perfect for Gerhard Berger, the 28-year-old Austrian putting his Ferrari on pole for the second race running. A slightly out-of-sorts Berger could even afford to sit back on Saturday



SIPA SPORTLIVE ACTION

afternoon and watch as the others tried without success to match his blistering Friday time of 1:17.267. The only man to come close, it seemed, would be Nelson Piquet, determined to finish his Williams career with another win. But determination was not enough as the Williams, for once, struggled to stay with the pace: Nelson was down in the low 1:18s by the end of the session, but that was never near. Adelaide had sprung its first surprise: no Williams on the front row, as Alain Prost elbowed Piquet aside in the last seconds of the session with a 1:17.967 that had many of us nodding wisely about the McLaren-Prost combination being the one to beat.

It was an all-Brazil second row, with streetwise Ayrton Senna's Lotus alongside Piquet. Senna too was looking for a farewell fling: he goes to join Prost next year and wanted a 1987 hat-trick of street circuit victories to bow out in style. Little did he know what was ahead . . . Meanwhile, back at the Williams' ranch, Mansell's stand-in, Riccardo Patrese, was working hard at his Honda-powered debut and finding the car's gearbox more of a handful than the Brabham, which he vacates permanently next year to become Mansell's full-time colleague. Seventh on the grid, with Piquet third: would Williams be in the hunt for those seven points needed for a new Constructors' record?

As we pondered that one, there was plenty of activity further down the grid, with more new faces for Adelaide fans to meet. Standing in for Patrese in Brabham no. 7 was the brilliant young Italian Stefano Modena, F3000 champion, back in Europe in his first season in the formula, and a former F3 star. Fifteenth on the grid was a creditable effort, but Stefano too had hard times ahead. Then there was Robert Moreno, yet another Brazilian, trying to resurrect a Grand Prix career that might have begun five years ago, and getting from the AGS Ford a response such as Pascal Fabre never could. Roberto too had a surprise in store for him . . . And then there was Yannick Dalmas, France's latest gift to the Formula One ranks, in the second Larrousse Lola. Come Sunday, he too would loom larger in the Adelaide results than he could ever have dreamed.

Warm-up had a neat look to it, as Berger and Prost confirmed the superiority of the front row, but Patrese was struggling in 22nd spot and the signs for Williams were ominous. With temperatures taking off, worries over brakes were on the increase, and the rate of attrition in the race would prove those fears well-founded, especially among the leading lights.

When the green light came, Piquet



SIPA SPORTLIVE ACTION

Martin Brundle in the West Zakspeed



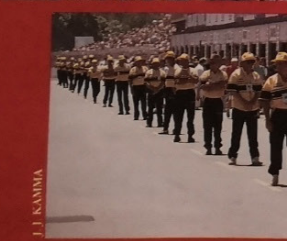
ROD LIME



J.J. KAMMA



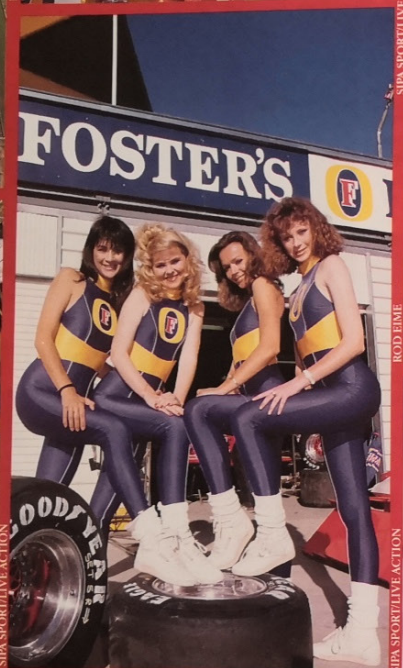
DAVE KENNARD



J.J. KAMMA



DAVE KENNARD



SIPA SPORTLIVE ACTION



SIPA SPORTLIVE ACTION



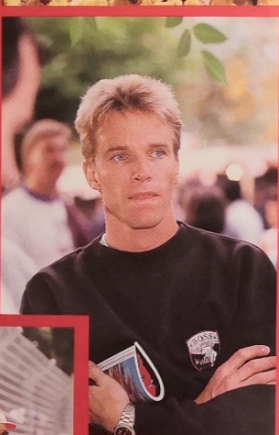
SIPA SPORTLIVE ACTION



SIPA SPORTLIVE ACTION



ROD LIME



SIPA SPORTLIVE ACTION



SIPA SPORTLIVE ACTION

looked set to dispel doubts with an aggressive start. But by the time they ended lap one of the 82 it was Berger back in front, and there he was destined to stay. While the chasing groups fought out their own private battles, Berger raced away to a second consecutive pole-to-chequered flag success. Two full races with one car in the lead on every lap: no wonder Patrick Head of Williams bade farewell to the Honda engineers with a gleeful chuckle about Ferrari being the ones to beat in 1988.

Piquet and Prost, meanwhile, were having their own duel. Prost's pressure pushing Piquet momentarily closer to the Ferrari, but the Frenchman's efforts to pass the Williams were baulked by back markers, notably Alliot's Lola, and an exasperated Alain was seen to clamber all over the kerbs in his frustration. Not the Prost we are used to, and 35 laps into the race he was caught out by a double passing manoeuvre by both Senna, and Michele Alboreto in the second Ferrari. Prost's race was run

when a brake disc broke – the same fate befell team-mate Stefan Johansson – with 53 laps gone. Not quite the same exit as last year for Alain...

Interest was also centred in mid-field, with Ivan Capelli's March pushing its way in among the turbo boys and leading the normally-aspirated charge – until Dustin, as our film star look-alike is known, spun and stalled it. Not before he had done enough to delight team manager Ian Phillips: "With what I've seen here and what I know we have lined up", said Ian, "we'll be coming back next year to win the thing!"

Capelli gone, it was Jonathon Palmer's Tyrrell that took up the challenge. The flying doctor excelled himself after pitting early, following a clash with Derek Warwick's Arrows, and would eventually be classified fourth, confirming the dash he had shown all season in the Tyrrell cockpit.

This, however, was all digression, as Senna set about the task of pursuing Berger. At one point the gap came down

to under ten seconds, with Senna setting a new lap record on lap 47 with a 1:20.733. All illusion, however: Berger had plenty in hand and responded with a string of new records of his own, ending up at 1:20.416. Senna's chase ended as his tyres went off, the Brazilian finishing 34 seconds down. He was even further down when post-race scrutineering revealed that the front brake cooling ducts on the Lotus did not conform to specifications, and Senna was excluded from the results after 82 laps of strength-sapping effort all in vain. Whispers ran around of another team having protested, and the day after the race it was rumoured that Lotus would appeal. Why, after all, should Adelaide be spared the occasional whiff of grapeshot?

Whatever happens, the immediate result was a Ferrari 1-2, their first since Canada in 1985, as Alboreto joined Berger on the podium. Third, another fine effort, was Thierry Boutsen's Benetton, but the big surprise was the



SIPA SPORTLIVE ACTION



Surprise points finisher
Yannick Dalmas - Larrousse.

final three placings. Not so much Palmer, perhaps, but to be followed by Dalmas' Lola and Moreno's AGS - an AGS in the points? - was unheard of. Who said Adelaide could do nothing to surprise us this year?

The Williams' hopes had died as soon as Piquet pitted on lap 34, his race ending with a broken gear lever and a brake disc that exploded as he toured in. Patrese ran in the points for a time but succumbed to an oil leak with six laps left, being classified ninth and last of the finishers behind Danner's Zakspeed and the De Cesaris Brabham.

So no fond farewell for Piquet ("What a weak way to finish for Nelson and start for Riccardo", said an apologetic Patrick Head), no last TAG-Porsche success for Prost before Honda join forces with McLaren, no glory for Johansson in his last McLaren race - and where will he end up next year? If many were denied in Adelaide, one team were given all the signs they need that 1988 is a year to look forward to. And when Ferrari are at the front, the whole Formula One scene - like Adelaide - comes alive again.

STUART SYKES



Thierry Boutsen finished third,
but missed a spot on the podium.



Patrese in his first drive for
Williams - spins, but recovered to finish 9th.



Damon Hill is chased by Nigel Mansell in the Williams.

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP - AUSTRALIAN GRAND PRIX

Race Classification after 82 laps = 309.878 km

POS	NO	DRIVER	NAT	CAR	TOTAL TIME	Km/h	INT	B TIME	LAP
1	28	G. Berger	AUT	Ferrari	1:52'56.144	164.631		1'20.416	72
2	27	M. Alboreto	ITA	Ferrari	1:54'04.028	162.998	1'07.884	1'21.124	48
3	20	T. Boutsen	BEL	Benetton Ford	1:54'16.070	160.727	1 LAP	1'22.769	45
4	3	J. Palmer	GBR	Courtauld's Tyrrell Ford	1:54'16.400	158.735	2 LAPS	1'23.197	59
5	29	Y. Dalmas	FRA	Larrousse Lola Ford	1:53'04.456	158.413	3 LAPS	1'23.207	55
6	14	R. Moreno	BRA	El Charro AGS Ford	1:53'44.855	157.476	3 LAPS	1'24.488	62
7	10	C. Danner	BRD	West Zakspeed	1:53'55.483	157.231	3 LAPS	1'24.119	35
8	8	A. De Cesaris	ITA	Brabham BMW	1:52'47.682	156.796	4 LAPS	1'20.917	65
9	5	R. Pateese	ITA	Canon Williams-Honda	1:46'57.436	161.113	6 LAPS	1'21.491	52
10	6	N. Piquet	BRA	Canon Williams-Honda	1:21'21.247	161.650	24 LAPS	1'21.981	40
11	16	I. Capelli	ITA	Leyton House March Ford	1:22'58.968	158.478	24 LAPS	1'23.296	55
12	1	A. Prost	FRA	Marlboro McLaren TAG	1:13'52.893	162.655	29 LAPS	1'21.381	47
13	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	1:18'38.394	152.813	29 LAPS	1'23.390	18
14	2	S. Johansson	SWE	Marlboro McLaren TAG	1:07'17.916	161.720	34 LAPS	1'22.232	38
15	19	T. Fabi	ITA	Benetton Ford	1:06'18.259	157.306	36 LAPS	1'22.246	44
16	23	A. Campos	SPA	Minardi Motori Moderni	1:09'19.777	150.441	36 LAPS	1'27.676	35
17	30	P. Alliot	FRA	Larrousse Lola Ford	1:05'13.161	156.446	37 LAPS	1'24.834	39
18	25	R. Arnoux	FRA	Ligier Loto Megatron	58'51.287	157.954	41 LAPS	1'23.999	30
19	7	S. Modena	ITA	Brabham BMW	47'16.192	148.698	51 LAPS	1'24.294	4
20	26	P. Ghinzani	ITA	Ligier Loto Megatron	44'54.772	131.259	56 LAPS	1'25.196	24
21	11	S. Nakajima	JPN	Camel Lotus Honda	32'05.745	155.419	60 LAPS	1'24.926	18
22	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	27'35.126	156.361	63 LAPS	1'24.478	18
23	9	M. Brundle	GBR	West Zakspeed	26'14.703	155.508	64 LAPS	1'25.554	11
24	4	P. Streiff	FRA	Courtauld's Tyrrell Ford	9'04.531	149.902	76 LAPS	1'26.823	6

FASTEST LAP: 28 G. BERGER (AUT) - LAP 72 TIME: 1'20.416 169.175 km/h

* NANNINI CRASHED ON LAP 1

CAR 12 EXCLUDED FROM RESULT BY STEWARD OF THE MEETING FOR A BREACH OF THE TECHNICAL REGULATION BRAKE DUCTS ART. 10

Retirements

No.	Driver	Car	Reason	Lap
6	N. Piquet	Williams	Gear Lever	58
16	I. Capelli	March	Spin	58
1	A. Prost	McLaren	Brake Disc	53
18	E. Cheever	Arrows	Overheating	53
2	S. Johansson	McLaren	Brake Disc	48
19	T. Fabi	Benetton	Rear Brakes	46
23	A. Campos	Minardi	Engine	46
30	P. Alliot	Larrousse	Engine	45
25	R. Arnoux	Ligier	Engine	41
7	S. Modena	Brabham	Driver Fatigue	31
26	P. Ghinzani	Ligier	Engine	26
11	S. Nakajima	Lotus	Hydraulics	22
17	D. Warwick	Arrows	Oil Seal	19
9	M. Brundle	Zakspeed	Gear Lever Turbo	18
4	P. Streiff	Tyrrell	Accident	6

Drivers' World Championship

Pos.	Total	BRA	RSM	BEL	MON	USA	FRA	GBR	GER	HUN	AUT	ITA	POR	SPA	MEX	JPN	AUS
1	N. Piquet	73	6	—	—	6	6	6	9	9	6	9	4	3	6	—	—
2	N. Mansell	61	1	9	—	—	2	9	9	—	—	9	4	—	9	9	—
3	A. Senna	57	—	6	—	9	9	3	4	4	6	2	6	—	2	—	6
4	A. Prost	46	9	—	9	—	4	4	—	—	4	1	—	9	6	—	—
5	G. Berger	36	3	—	—	3	3	—	—	—	—	3	6	—	—	9	9
6	S. Johansson	30	4	3	6	—	—	—	—	6	—	—	1	2	4	—	4
7	M. Alboreto	17	—	4	—	4	—	—	—	—	—	—	—	—	—	3	6
8	T. Boutsen	16	2	—	—	—	—	—	—	—	3	3	2	—	—	2	4
9	T. Fabi	12	—	—	—	—	2	1	—	—	4	—	3	—	2	—	—
10	E. Cheever	8	—	—	3	—	1	—	—	—	—	—	1	—	3	—	—
11	J. Palmer	7	—	—	—	2	—	—	—	2	—	—	—	—	—	—	3
12	S. Nakajima	7	—	1	2	—	—	—	3	—	—	—	—	—	—	—	1
13	R. Pateese	6	—	—	—	—	—	—	—	2	—	—	—	—	4	—	—
14	A. De Cesaris	4	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—
15	P. Streiff	4	—	—	—	—	—	1	—	3	—	—	—	—	—	—	—
16	D. Warwick	3	—	—	—	—	—	2	—	1	—	—	—	—	—	—	—
17	P. Alliot	3	—	—	—	—	—	—	—	1	—	—	—	—	1	1	—
18	M. Brundle	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—
20	R. Arnoux	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
21	I. Capelli	1	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—
22	R. Moreno	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Constructors' World Championship

POS	TEAM	TOTAL	BRA	RSM	BEL	MON	USA	FRA	GBR	GER	HUN	AUT	ITA	POR	SPA	MEX	JPN	AUS
1	Williams Honda	137	7	9	—	6	8	15	15	9	9	15	13	4	12	15	—	—
2	McLaren-TAG	76	13	3	15	—	4	4	—	6	4	1	1	11	10	—	4	—
3	Lotus Honda	64	—	7	2	9	9	3	7	4	6	2	6	—	2	—	7	—
4	Ferrari	53	3	4	—	7	3	—	—	—	—	—	3	6	—	2	2	4
5	Benetton Ford	28	2	—	—	—	—	2	1	—	3	7	2	3	—	—	—	3
6	Tyrrell Ford	11	—	—	—	2	—	1	—	5	—	—	—	1	—	3	—	—
7	Arrows Megatron	11	—	—	3	—	1	—	2	—	—	—	—	—	—	4	—	—
8	Brabham BMW	10	—	—	4	—	—	—	—	—	2	—	—	—	1	1	—	—
9	Lola Ford	3	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—
10	Zakspeed	2	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	March Ford	1	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
12	Ligier	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1
13	AGS Ford	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Jim Clark Trophy

POS	DRIVER	TOTAL	BRA	RSM	BEL	MON	USA	FRA	GBR	GER	HUN	AUT	ITA	POR	SPA	MEX	JPN	AUS
1	J. Palmer	95	9	—	—	9	9	6	9	6	9	4	4	6	—	6	9	9
2	P. Streiff	74	6	9	6	—	—	9	—	9	6	—	9	4	6	4	6	—
3	P. Alliot	43	—	6	9	—	—	—	—	4	—	6	—	—	9	9	—	—
4	I. Capelli	38	—	—	—	6	—	—	—	—	4	9	6	9	4	—	—	—
5	P. Fabre	35	4	4	4	4	6	4	6	—	3	—	—	—	—	—	—	—
6	R. Moreno	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4



Berger salutes as he takes the flag.

1987 FIA FORMULA ONE
WORLD CHAMPIONSHIP

Official Starting Grid

AUSTRALIAN GRAND PRIX

Adelaide

Length: 3.778 km
2.348 miles



28	G. BERGER	AUT	1'17.267	—(1)—	1'17.967	1	A. PROST	FRA
	FERRARI						MARLBORO McLaren TAG	
6	N. PIQUET	BRA	1'18.017	—(2)—	1'18.488	12	A. SENNA	BRA
	CANON WILLIAMS-HONDA						CAMEL LOTUS HONDA	
20	T. BOUTSEN	BEL	1'18.523	—(3)—	1'18.578	27	M. ALBORETO	ITA
	BENETTON FORD						FERRARI	
5	R. PATRESE	ITA	1'18.813	—(4)—	1'18.826	2	S. JOHANSSON	SWE
	CANON WILLIAMS-HONDA						MARLBORO McLaren TAG	
19	T. EABI	ITA	1'19.461	—(5)—	1'19.590	8	A. DE CESARIS	ITA
	BENETTON FORD						BRABHAM BMW	
18	E. CHEEVER	USA	1'20.187	—(6)—	1'20.638	17	D. WARWICK	GBR
	U.S.F. & G. ARROWS MEGATRON						U.S.F. & G. ARROWS MEGATRON	
24	A. NANNINI	ITA	1'20.701	—(7)—	1'20.891	11	S. NAKAJIMA	JPN
	MINARDI MOTORI MODERNI						CAMEL LOTUS HONDA	
7	S. MODENA	ITA	1'21.014	—(8)—	1'21.483	9	M. BRUNDLE	GBR
	BRABHAM BMW						WEST ZAKSPEED	
30	P. ALLIOT	FRA	1'21.888	—(9)—	1'21.971	4	P. STREIFF	FRA
	LARROUSSE LOLA FORD						COURTAULDS TYRRELL FORD	
3	J. PALMER	GBR	1'22.087	—(10)—	1'22.303	25	R. ARNOUX	FRA
	COURTAULDS TYRRELL FORD						LIGIER LOTO MEGATRON	
29	Y. DALMAS	FRA	1'22.650	—(11)—	1'22.689	26	P. GHINZANI	ITA
	LARROUSSE LOLA FORD						LIGIER LOTO MEGATRON	
16	I. CAPELLI	ITA	1'22.698	—(12)—	1'22.736	10	C. DANNER	BRD
	LEYTON HOUSE MARCH FORD						WEST ZAKSPEED	
14	R. MORENO	BRA	1'23.659	—(13)—	1'24.121	23	A. CAMPOS	SPA
	EL CHARRO AGS FORD						MINARDI MOTORI MODERNI	

PITLANE ADELAIDE

FERRARI FINESSE

Everything about Ferrari exudes style – from the smart Armani-inspired team attire through to the most sophisticated high-tech computer gadgetry. Tucked away in one corner of the team's pit garage was a bank of computer hardware that was probably worth as much as the entire contents of the Osella camp! From this point the team can monitor the performance of Michele Alboreto and Gerhard Berger's cars... engine wear, oil pressure and even the temperature of the tyres! And they can even make adjustments through the radio link between the pits and the cars. That's why there weren't any worried looks in the Italian camp when sparks started to fly from beneath Berger's car as he streaked towards victory. They knew within seconds what caused the fiery shower. At the end of the race an exhausted Berger felt as though he had sat on the wingtip of an FA-18 Hornet that earlier blasted eardrums with some deft low-level flying. Berger's earplugs fell out in the first few hectic laps and he had to endure the shattering noise and vibration of his scarlet turbo until the chequered flag. Now it can be told. The virus that almost stalled Berger in Adelaide prevented one of the local stations scoring a coup. The amiable Austrian had agreed to be a newsreader on the top-rated Eyewitness News Service on SAS-10 but had to withdraw because of his illness. But Berger says he's willing to give it a shot next season.

FASTA PASTA

Where would you find the best Italian food? Italy, right? Wrong! Adelaide's leading Italian restaurant, Da Clemente, got the thumbs up from all the teams that managed to get a table during Grand Prix week. Venerable Clemente, the master chef who prepares the sensational cuisine within earshot of the street circuit, helped fill the fuel tanks of Williams pair Nelson Piquet and Riccardo Patrese over the weekend. Piquet and Patrese were so taken by Clemente's fresh pasta that they had him bring them a serve each day at the track.

SENNA'S SWANSONG

Ayrton Senna's last race with Lotus wasn't as he would have hoped, being disqualified afterwards for supposedly illegal break ducts on his car. Things hadn't been going on cue for Senna virtually all weekend. Prix Editions spotted him reading idiot sheets over and over for an introduction to a FOCA production on the past season.

WOSELLA!

If they handed points for untiring toil, Osella, the gallant minnows of grand prix racing, would win the title by the proverbial street. The team did little else in Adelaide but rebuilt its two tired Alfa engines, after they had expired on the track during untimed practice and the first qualifying session. They worked their hearts out in the merciless Adelaide heat all day Saturday, only to miss out on grid position because of a blown turbo. When they finally got that fixed, all the other teams agreed to let them line-up... but the race officials vetoed the move.



CAMEL
Team Lotus
HONDA

CAMEL
RACE CARD

AUSTRALIAN
GRAND PRIX
ROUND 16
15/11/87

UP DOWN UNDER!

Ayrton Senna will be going all out for victory "Down Under" because he could finish runner-up in the 1988 Formula 1 World Championship if he wins the Australian Grand Prix in Adelaide this weekend.

"It's going to be a difficult race for sure, just like Japan was, because the track is very slippery and there will be all the power coming from the Honda engine to control," said Ayrton.

"I would like to get a good result because it is the last race of the season and it is always nice to finish a year in style. I haven't finished a race in Adelaide yet, so that's another reason for wanting to do well," he added.

Ayrton has raced twice in Australia. He started from pole position in 1985 and third in 1986 but both times retired before reaching the chequered flag.

But the street circuit should suit the Brazilian well this year. He has won both of the two previous street races this season: at Monaco and in Detroit. Both were punishing affairs from which the Camel Team Lotus Honda driver emerged clearly dominant.

Ayrton was helped to victory by superb team preparation and the unique computerised "active" suspension system which gives both Lotus cars an advantage around the bumpy street tracks.

Ayrton has already secured third place in the Drivers World Championship and can only improve a place by winning because he has to drop a score (2 points) under the race scoring system.

There is another incentive for a good team performance. If together Ayrton and Satoru score more than 12 points



they could climb into second place in the Constructors Championship ahead of McLaren. Camel Team Lotus Honda have 64 points to McLaren's 76.

Both drivers will be riding high after their performances in the last round in Japan. Ayrton finished second behind Gerhard Berger and Satoru Nakajima was jubilant after his sixth place finish before a chanting Japanese crowd.

A massive 100,000 crowd witnessed the team's best performance of the season, barring the third and fourth place finish at Silverstone. After racing at Suzuka where he has scored more than 20 single-seater victories and won five Formula 2 championship titles Satoru will round off his first year in Formula 1 with a race at yet another

new circuit.

Satoru's sixth place finish at Suzuka brings his points tally this season to seven. When added to his sixth place in the second race of the season at San Marino, fifth place in Belgium and then his best result so far – 4th at Silverstone.

Ayrton has 57 points now with his two victories and his four second places figuring most prominently.

R.J. Reynolds International Inc. who sponsor Team Lotus through their leading international brand, Camel, celebrated their first Formula 1 World Championship in Japan. Camel-backed driver, Jonathan Palmer, clinched the Jim Clark Trophy for normally-aspirated cars by winning the non-turbo class race ahead

of team-mate, Philippe Streiff, another Camel-backed driver who has clinched second place overall in the class.

Australian Results in 1986:	
1.	Alain Prost (McLaren)
2.	Nelson Piquet (Williams)
3.	Stefan Johansson (Ferrari)
4.	Martin Brundle (Tyrrell)
5.	Philippe Streiff (Tyrrell)
6.	Johnny Dumfries (TEAM LOTUS)
Championship points after Australia 1986:	
1.	Alain Prost 72* (74)
2.	Nigel Mansell 70* (72)
3.	Nelson Piquet 69
4.	Ayrton Senna 55
5.	Stefan Johansson 23
6.	Keke Rosberg 22
(*= best 11 results)	

AUSTRALIA '87 Senna says

"I would like very much to have a win in Adelaide, I have been close to it back in '85 and this year this race is going to be my last with LOTUS, so me that's enough good reason to have a special win!"

maximum down force to street circuit ↓

Very hard on the brakes

difficult to get the tyres to work, very slippery track

Ayrton Senna
ADELAIDE '87



Brundle's Brief...

The Formula One circus continues to grow in quality and style. Although the final three races of the year, Mexico, Japan and Adelaide were a punishing schedule, it has been a fantastic way to end a year. That's not easy for me to say, because I didn't finish any of those races. Engine failure, failure, failure. It's a bit like waking up from a nightmare. In fact the whole year has been a bit like that!

We jetted off to Mexico for the second year. Those braving the epic this year were in for a pleasant surprise. Remember that last year we arrived there only a few months after the earthquake. This year the city was much calmer, more relaxed and pleasant. An amazing amount of buildings had been reconstructed. I didn't get that guilty feeling this year of being a Multi-Million dollar outfit arriving into the middle of a tragedy. Grand Prix drivers do have hearts, even if they're well hidden.

Mexico is at a very high altitude (6500 feet) which makes some surprising differences to a racing car. The air is much thinner, which means less engine power, less radiator cooling, less brake cooling, less aerodynamic drag, less aerodynamic downforce and less air for the poor little drivers. About 21% less in all those cases, which leaves the turbochargers gasping for air to compensate, and the normally-aspirated cars with simply 21% less power.

The Zakspeed was flying in these conditions, the one large turbo of the four cylinder coping well, and a very soft suspension set up providing good grip on the bumpy sandy surface. Mexican tarmac doesn't appear to be very grippy!

After one hour of running I was vying with Senna and Berger for fastest slot. As the big boys got their act together we slipped to 13th in qualifying, still Zakspeed's best ever. Three laps into the race, the engine blew when I was



DAVE KENNARD

already up to tenth. Apparently the engineers had made a mistake with the computer programme.

Nip home to England, five days later we're off to Japan. I think it was a total of 39 hours' travelling when we crashed into our hotel room beside Suzuka circuit. The Japanese welcomed us very warmly. The facilities were immaculately first class. The circuit is a true drivers' circuit, with every combination of bend; safe in some places, marginal in others.

The track is part of a fairground come motoring centre, to my European eyes a slightly odd set-up. Each night you could find six GP drivers energetically operating the racing bike and car simulators that you sit inside and operate. They are so realistic in many ways. Japan is expensive though. A good fillet steak will relieve you of 45 pounds or \$100 Australian. Once again our car was reasonable, although my team-mate blew four engines in practice. Come raceday, some computer changes were made. He blew his half a dozen laps into the race, mine lasted 34 laps.

This year we decided to see a bit more of Australia, so after landing in Brisbane we headed off to Townsville, then over to Dunk Island. Jonathon Palmer and his wife, my wife and I, and Steve Soper and his girlfriend (Steve just having won Bathurst, or rather thought he had!). We also spent some time with Rowan Atkinson, the British comedian, who had just finished his "One Man Show" series. We had a lot of fun on Dunk, what one of us couldn't think of the other did. After five days we had to slow down! The best days were the trip to the reef and a day on jet skis. Next year I suppose we should go to the reef on a glass bottom jet ski and combine the days.

Adelaide is the only way to end a Grand Prix season. We are always so welcomed there, and the Aussies are so enthusiastic and well informed on the subject. Flying down across Australia I was amused to hear all those around parting with their knowledge on Grand Prix drivers. Senna this, Piquet that, poor old Nigel Mansell. Sure enough, we were spotted and drilled with questions. That's lovely, it's when you're spotted and ignored you need to start worrying.

Like year one, the third Adelaide Grand Prix was held under perfect weather. There was so much action you didn't know whether to look into the air or on the track.

We stayed at the Adelaide Park Royal, surely one of the friendliest hotels in the world, especially the doorman.

The track was faster this year than ever before. Somehow the racing line



was cleaner and the racing rubber went down and stayed down. However, off the line it was just normal suburban roads. In your Holden they're fine, but a F1 car gets terribly offended at oily dusty bits and just turns its back on it like a spoilt kid. We call them spins, and there were plenty of them this year.

Race day at 35° would mean problems, particularly for engine and brake cooling. Not many cars would finish this race, it was obvious. A silky smooth drive would net a good result, whatever car you were in. That's my

specialty. At quarter distance everything was fine. Tyres, fuel, brakes. Then I made the silkiest gear change of all, the lever and knob sheared off completely in my hand! I attempted to get back in the pits stuck in gear, but the light throttle load and no engine load allowed the turbo wheel to overspin, blowing spectacularly in a cloud of smoke. I strolled back to the pits gently holding my gear knob and lever. How beautifully that sums up my year with Zakspeed!

MARTIN BRUNDLE

FLYING SENNA



RUTH STARKE

BY RUTH STARKE

"I do it more instinctively than technically. If you start to get too technical, then you get into very involved stuff and it takes a lot of the pleasure away from the sport – at least for me. But it comes naturally to me and I follow my instincts. I love the speed and to know that you are extending your own limits all the time. And then there are so many dangerous manoeuvres where you can easily crash. It's exciting! The excitement, that's what I look for – that gives me pleasure!"

Ayrton Senna is talking about one of the great passions of his life and he's not on the circuit talking about Grand Prix racing. He's standing in a paddock at a private air field north of Adelaide and he's flying a Lynx remote-controlled model aeroplane. It's not designed for aerobatics, but that's just what Ayrton has it doing, in a dazzling series of tricky manoeuvres that would take the average person 6-12 months to learn. Ayrton took just one day.

That's why Leo O'Reilly, a founding member of the Constellation Flying Club (which owns the air field) calls him "a natural". Leo took him to this club when he first came to Adelaide for the '85 Grand Prix and taught him to fly.

"Now I can't teach him anything", laughs Leo as we watch Ayrton flicking the throttle, rudder and elevator, and the Lynx, flying full speed, loops, rolls and snap rolls in the blue skies over the quiet market gardens of Virginia. "That's probably as good an aerobatic display as you'll ever see. It's quite startling – a most unusual manoeuvre!"

"He's now doing an inverted spin," explains son, Mike. "He flies it to the limit and does a lot of wild things, which he enjoys because he can't do that when he's racing cars. The plane looks like it's out of control but it's not. Yes, he needs to give it some concentration, but nowhere near the level of driving a F1 car".

"Which is why I like flying model aeroplanes", adds Ayrton as he brings the Lynx gently down to the ground. "It

relaxes me and it is fun. The fact that it also sharpens up my reflexes is not the important thing for me. Sometimes, like today, I get very tired, physically and mentally, of GP racing and I want to forget all about it. And I am very lucky to have such friends all over the world to provide me with models to fly. I don't even have to bring my own!"

Some of the friends are now preparing his next plane, a small Viper that Ayrton will fly at 170 km/h. At that speed, at that size and at that height I can't see it at all for long periods of time, but he flies it fast and smooth, working the finely-tuned controls with skill and pleasure.

It's a specialist sport in Brazil, he tells me, because all the planes and engines are imported and they are very expensive. Even in Japan, where he flies regularly, it's a minority interest. "Although I think there are enough people in Japan to make even a minority interest sport have a large following."

But this is one of his favourite

places in the world to fly, because of the space, the clear air, the lack of interfering radio waves.

During the next hour he tries different models but there is no doubting his preference for the faster planes. Speed is the great attraction and holds the greatest challenge for him.

"And if he crashes", jokes Mike "he has no responsibility to team managers or sponsors."

"No Honda engineers giving me a hard time either!" grins Ayrton as he flies the Lynx on knife edge right around the sky. He does a full circle and then goes into a figure eight.



"That is extremely difficult!" exclaims Leo, lost in admiration. "I've been trying to do that for thirty years!"

I look at his face and I don't know whether he is going to laugh or cry.

"Ayrton doesn't race cars the same way he flies those planes. He is far more precise and knows the limits of the car in a much more well-defined way, and I think the excitement that he gains from it is in the precision of putting it together perfectly. That is, the set-up of the car and his performance in the car after he's extracted the best from us. I think that's what gives him pleasure in racing."

It is the first day of untimed practice and qualifying, and it is Steve Hallam, Race Engineer for Team Lotus, speaking. The same blue skies above, but instead of a sea breeze and a gentle buzz of engines, the smell of burning rubber and exhausts and the roar of 20,000 horse power along pit straight.

"I've known Ayrton for three years now and initially our relationship was purely professional. I was assigned to look after him at Team Lotus. The first year we had with him was frustrating. We were on pole some eight times but just couldn't get it together in the races. The second year we were still on pole and the Honda engine had pulled ahead of the Renault a bit, but we were not quite there yet. Again.

It's inevitable, I suppose, given that

motor racing is an incredible series of very high highs and very low lows, but the mean is above average, which is why we all do it. And when we're all in that situation you really get to know your driver: what he likes and what he doesn't like, and you treat him as you would any component of a racing car. In other words, you look after him. You don't pamper him but you make sure that things that disturb him are avoided and that things that encourage him are present. Just like any other component of the car, you make sure that he's treated well. And from that point of view a personal friendship inevitably builds up. It's difficult not to because we're together so much of the



time, I class Ayrton as one of my friends. I hope he classes me as one of his."

After flying ended yesterday, Ayrton came into the pits and together he and Steve ran through the set-up of the car for today's practice.

There is nothing Ayrton wants to change and when the FISA Safety Inspector declares the Adelaide circuit all clear at 9:45 am Ayrton climbs into the car, pulls on his balaklava and helmet and prepares to roar off.

Seventeen minutes into the session he has set an unofficial lap time of 1:22:48, recording a speed of 306 km/h at the end of the main straight, and 40 minutes into the session has set a 1:20:818.

As he flashes by the pits, one of the mechanics spots a problem with the left front brake and he is called in to change to the spare car. This, Ayrton reports, is giving a little too much response at the front end on medium speed corners and he prefers the race car. Back into the pits, back into the race car with the brake problem fixed.

"He gives excellent feedback to the team", comments Steve, "absolutely first class, because one of his great benefits as a driver is that he knows exactly how the car should be and he can remember other instances at other circuits where, if we had a problem, he can remember exactly the direction we took and how we overcame it. And

he can refer back to that in his mind and get us on the right track that way. Peter Warr calls it 'total recall' and he's not far off it."

But for some reason, when Ayrton takes the race car out again, it doesn't perform quite as quickly as expected. "It's probably the Adelaide circuit", muses Steve. "The grip level changes the more the cars run on the surface and it should be much better now than earlier on".

The session ends with Gerhard Berger setting a 1:18:351, the fastest lap ever recorded on the Adelaide circuit, and Team Lotus wishing they were quicker but not really knowing why they weren't.

In the afternoon's qualifying session,



Ayrton elects to go with the race car. A few laps into the session he reports a corner weighting problem. The car is returned to the pits and the problem rectified. There are no other mechanical problems. Then, on his second set of tyres and during the dying minutes of the session, in typical Senna fashion, Ayrton puts in a last minute flying lap to promote himself to provisional fourth place on Sunday's grid.

"I suddenly found some grip", he explains. "The tyres and the car worked with the circuit and I did an 18.5. I don't know how and I don't know where it came from but it was there. Right tyres, right circuit, right machine!" he grins.

"But the track is much faster this year and I think there could be problems with brakes", he adds prophetically.

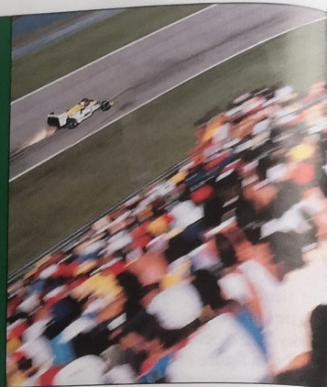
His words will come true with a heartbreaking precision. More than two hours after the Grand Prix has finished, with the Moet sprayed from the victory podium and the trophies held aloft, Ayrton has his second place and his six points taken away from him. The official reason: using illegal-width brake ducts, the same revised brake cooling set-up the team had used on Friday.

Steve Hallam is stunned. All Team Lotus are stunned and upset. Ayrton is also quietly furious.

"That's motor racing!" says Ayrton Senna.

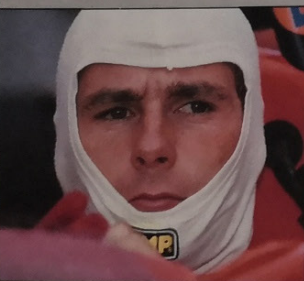
THE SEASON AT ITS CLOSE

By JEFF HUTCHINSON



NOEL WATKINS/SPIN

BERGER ON A ROLL FOR '88?



SPIN SPORTLIVE ACTION

He mastered the fatigue of both himself and his racing car to perfection. Lap 33: "When I saw 50 laps to go I thought I would never make it". Lap 45: "With Senna closing fast and the gap down to 7 seconds, I decided that it was close enough and started to pull away again. I had kept the tyres, fuel and brakes in good shape for long enough." Lap 72: As if to underline his superiority in this race, he took a new lap record at a stage in the race when the only reason to go quickly was to keep up his concentration.

"No worries mate", he said with a grin, in a poor Aussie/Austrian accent, when it was all over, although in reality he had worried for the last couple of laps when he heard the engine note of his Ferrari turbo change, but it still got him to the line without missing a beat.

"The season ended too soon for us", said Enzo Ferrari's man on the spot, Marco Piccinini, whose job of keeping "The Old Man" informed throughout the weekend has become distinctly more satisfying since Japan, with his second consecutive win to announce after a record breaking two-and-a-half years out of the winner's circle for the Italian cars.

Piccinini had even better news to report an hour after the race, when the Stewards of the meeting had found Ayrton Senna's Lotus-Honda outside the regulations because of extra cooling tubes fixed to the front brake ducts. Senna was kicked out of his hard fought second place and with Michele Alboreto the only other driver on the same lap as Berger when the flag came out, Ferrari had themselves a one-two finish to round off the season, and Senna a bitter taste in his mouth as he said goodbye to the Lotus team for the last time. It was a marriage which had brought two wins and third place in the points in 1987, a result which he thinks might well have been improved upon had Lotus not stuck doggedly with their advanced active suspension system throughout the year.

With such a strong showing for Ferrari to end the season, there were quite a few relieved looking faces that the year had ended when it did, while all of a sudden everyone was

wondering if Ferrari are going to be the team to beat next season.

As in the past, it's been a hard slog to drag themselves back into winning form again but when they are up, the sheer enthusiasm of the team and the rest of Italy tends to keep them there.

Although Adelaide was only Berger's third career victory, he is already showing the kind of level-headed professionalism and raw talent that made his countryman Niki Lauda and Ferrari such a strong force in the past. He is my hot tip for the title in 1988, for not only is Berger brilliant, Ferrari have the kind of experience with multi-cylinder, normally-aspirated engines that Honda will find hard to beat if Ferrari make the compulsory switch to non-turbo power a few months early and change engines mid-way through the season, as they are expected to do.



SPIN SPORTLIVE ACTION



SPIN SPORTLIVE ACTION

WILLIAMS AND HONDA

The Williams team will lose Piquet, their Honda engines and, some even think, their place at the top next season, even though the initial testing on their new Judd 3.5 litre normally-aspirated engines has been very encouraging.

Piquet gives his seat to Riccardo Patrese, who got to try it for size a few months in advance in Adelaide when Bernie Ecclestone released Patrese from his Brabham drive to take the second Williams seat, vacated by an injured Nigel Mansell, his 1988 team leader.

Before the race, everyone was confident that Patrese - with every-



thing to prove - would give Piquet - with nothing to lose - a tough time in his last race for the Williams team. Instead, Patrese was disappointing, his engine finally blowing up to end a lack-lustre race that saw him spin and stop for fresh tyres and unable to shake off Stefan Johansson's McLaren-Tag.

It was a lack-lustre end to the Williams team's end to the season in general. Piquet's chase of Berger ended with a broken gear linkage and exploded front brake disc, which he survived to make it back to the pits and retirement, a sight which must have made Mansell's enforced

early end to the season seem even more frustrating, following Piquet's retirement in Japan as well. Mansell would have only needed to have taken two second spots to Berger in those two races to clinch the title. It's a thing which many are wondering if he will ever win now. Without a winning car like the Williams-Honda and more wins than anyone else in 1987, he will probably never get as good a shot again. He lost his chance when a practice crash in Japan caused him a back injury, and handed Piquet the title - a crash which many were not surprised to see, for Mansell certainly lived his time in the car on the limit and eventually he had to pay the price, which he was already lucky not to have done in Mexico, where a similar mistake in practice ended in a relatively harmless accident but could easily have been even worse than Japan.

Piquet was lucky to have had such an easy run to the title despite his Imola practice crash, which he admitted in Japan took away some of his aggressiveness from his driving as well as keeping him from sleeping at nights. Next year he has found himself a more comfortable niche with Lotus and the number one status, for which he had joined Williams but felt that he was no longer getting. With Satoru Nakajima giving Honda a home boy to promote their F1 efforts and a second spot with Lotus assured as long as Honda are supplying the engine, Piquet will certainly not even have to worry about the pressure he got from this year's team-mate.

DISAPPOINTING YEAR FOR PROST



SPIN SPORTLIVE ACTION

Alain Prost's Australian Grand Prix, which had seen him clinch the title in 1986, was, this time around, merely another reminder of his disappointing 1987 season, which saw him win only three races but lose a lot more and his third consecutive title, through no fault of his own.

Engine and electrical problems cost him several other wins or good finishes this year; a puncture in Japan, and brake problems in Adelaide that eventually led to a shattered front brake disc and crash, the same as his team-mate Johansson. It was just the final episode in a sad saga of unfulfilled promise for Prost and Johansson as well, who is currently looking for another F1 drive for 1988.

For Prost there was at least the consolation of his record breaking 28th win in Estoril, and he still gets most peoples' vote as the World's best current GP driver, even though the figures showed him place a distant fourth in the Championship behind Piquet, Mansell and Senna.

Ayrton Senna will be joining Prost in the McLaren line-up next year, the Brazilian having the advantage of knowing the Honda engine, and Prost the McLaren team and chassis. It will be interesting to see just how good Senna is, compared with Prost, and even more interesting to see if Honda power in the McLaren will still have the advantage of 2.5 boost over its opposition, as it showed for most of this season in the Williams and Lotus chassis.



BOUTSEN - LOOKING LIKE A WINNER

Despite braking problems from lap three of the race and an ungracious teammate who "wanted to pay him back for not letting me by in Portugal", Thierry Boutsen scored his highest place of the year for the Benetton-Ford team with a third spot in Australia.

He nearly had to drive a lapped Teo Fabi off the road to get ahead, the Italian heading back to the USA and Indy car racing next year, which is probably where he ought to have stayed in the first place.

Although he did not win a race, the mild-mannered Boutsen showed his maturity and talent by leading a few times, and certainly looking like a winner. Ford made big steps forward with their V6 turbo engine since 1986 and throughout 1987, and if they can continue like that in 1988, and find the reliability to match that progress, then the Benetton chassis and Boutsen's talent are good enough to put them in the winner's circle.



YEAR'S SABBATICAL FOR BRABHAM?

This year's F3000 Champion, Stefano Modena, had his first F1 drive for the Brabham-BMW team in Australia, but after a promising start found an hour of pushing an F1 car - a much harder and more tiring proposition than an F3000 chassis, and with half the race still to run he was too exhausted to continue.

His retirement before the end of the race was probably only a bit premature anyway, for after several stops for fresh tyres Andrea DeCesaris ended the race with an electrical fault just before the flag, his Brabham without a front wing after an off-course excursion, something that he has always been very good at much to the upset of his mechanics who spend half their time at races repairing DeCesaris' crash damage. This year of F1 was one that BMW

wouldn't have been doing had Brabham not had a contract with them until the end of 1987, so it was hardly surprising that engine reliability and performance took a downward trend, and development stopped at the end of 1986.

Next year the Brabham team may well take a year's sabbatical, unless Bernie Ecclestone can come up with a better engine option for his team than the Ford DFZ engine used by all the other non-turbo teams this season. Even the older upright BMW turbo engine (bought up and re-named the Megatron engine by Arrows USF&G sponsors) would have been a better choice than the works' BMW engine this year. Arrows had better results with Derek Warwick and Eddie Cheever this season than Brabham.



The exception to that was the Ligier team, with Rene Arnoux and Piercarlo Ghinzani. Having lost their planned Alfa Romeo new turbo engine deal just before the start of the season, Ligier hurriedly modified their chassis to accept the Megatron engine. The mutation that followed was a disaster, compounded by insufficient engines, overheating problems and blow-ups caused by trying to stretch the engines too far. For the last half of the season the team were merely taking part and could hardly be described as competing.



ENGINE PROBLEMS FOR LIGIER



OSELLA AND MINARDI

The same could be said of the Osella team with their old Alfa V8 engines, which never stood a chance of finishing most races at a competitive pace even when the chassis was going well.

Alex Caffi ran out of engines and time to get a place on the grid in Adelaide, but somehow the team struggle on with every new season. The Minardi team were hoping that their Motori Moderni engine, designed by the same man, ex-Alfa Romeo's Carlo Chitti, would bring them better results. They were wrong. Sandro Nannini finished only one

race last season, but showed the sort of talent when he was running that earned him the second Benetton seat next year.



BETTER RESULTS FOR TYRELL

The 3.5 litre DFZ, which gave Cosworth's V8 engine a second lease of life in F1, also brought Jonathon Palmer and the Tyrrell team better results than the BMW had given Brabham, Palmer

winning the Jim Clark Trophy for the best non-turbo driver at the end of the season and the Tyrrell team romping away with the Colin Chapman team trophy, as well as several more points in the World Constructors' Championship placings than many of their turbo-charged rivals.

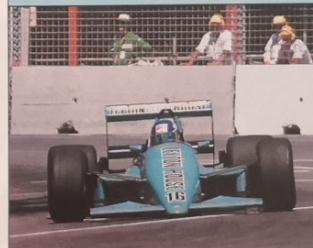
Palmer drove another good race, to end his successful year with a fourth place overall despite an early stop with a puncture, his team-mate Streiff throwing his own chances away with an early spin in the second Tyrrell.



LARROUSSE AND AGS



LEARNING YEAR FOR MARCH



Ivan Capelli was running strongly in the March until he also spun away his chances. Both Capelli and his recently re-born March team have learned a lot in their first year of F1, which they should be able to capitalize upon next season when Mauricio Gugelmin joins Capelli in the March team, which will have Judd engines like Williams.

The non-turbo battle for the Jim Clark Trophy was often the best racing we got to see, Philippe Alliot doing a good share of the leading with his well-run Larrousse-Calmels Lola team, put together by ex-Renault F1 boss, Gerard Larrousse. While Alliot left the Adelaide Grand Prix with a non-finish, caused by an electrical problem, his team-mate for the last three races, Yannick Dalmas, did a good job to take fifth spot overall, but, sadly for him, no Championship points as the

team had not entered him in the Championship for the complete season.

Brazilian driver Roberto Moreno got his first ever point in his second ever Grand Prix, no mean achievement in an AGS which, until Moreno was drafted into the team to replace Pascale Fabre, had a tough time qualifying in the last few races. It was an old Renault F1 chassis, modified to take the DFZ engine, and hadn't worked well even when it was new . . .

With the Williams, Minardi and probably several other teams running non-turbo engines by the end of next year, the season promises to be a much closer fought one than this year's has been.

Whether Honda's 'moneypower' can keep up their horsepower advantage with less fuel and less turbo boost against their non-turbo rivals next season is a question that a lot of people would like to know the answer to . . . especially Gerhard Berger.



THE MANSELL JINX

BY FRANK PANGALLO

They used to call Nigel Mansell motor racing's Mr Lucky. Mostly because he was able to come back not once, but twice, after terrible accidents threatened to cripple his burgeoning career. These days, though, the talk is all about "Calamity" Mansell and all the untimely mishaps that have jinxed him out of certain glory. Could there be any other driver in Formula One, except for maybe Stirling Moss, who has had to endure a shocking run of bad fortune that's cost him two world championships in successive years? If luck's a lottery, Mansell's number is doing its darndest not to come out.

There was the incident involving Ayrton Senna in Belgium. Mansell was looking the part when he spun off the track with the fiery Brazilian. Senna was able to continue, but Mansell took out his frustration of being put out with an uncharacteristic show of fistcuffs in the Lotus pits! In Monaco, Mansell blitzed the opposition for 30 laps before turbo failure blew his hopes. At the Hungaroring, he had been leading all a merry chase around the Iron Curtain for almost the entire race, when a wheel nut flew off and Nelson Piquet flew past. And finally the agony of Japan that, in effect, saw the heart torn out of a fascinating season.

"Christ! You'd think he'd kicked a Chinaman!" came the cry of disbelief from one seasoned English motorsport journalist after Mansell's Williams spun, slid and crashed into a tyre barrier in Suzuka during practice for the Japanese Grand Prix. The shunt put Mansell in hospital with a serious spinal injury and cruelly cut short his gallant late charge that threatened to deny Piquet a third world championship. Yet again the likeable Brit has had to finish on a gut-wrenching downer during a season in which he's easily been the most dominant figure.

Adelaide 1986 will be best remembered not so much because Alain Prost won to give him back-to-back championships, but for the wild shower of sparks and shredded rubber that thwarted Mansell's bid less than 20 laps from the chequered flag. And therein lies yet another previously untold twist of irony, relayed to me by Tyrrell team boss Ken Tyrrell while we reminisced about Adelaide at this year's Mexican Grand Prix.

"Hey, you know something?" he beckoned with that characteristic toothy grin. "They were ready to show the red flag and stop the race when they saw the tyre blow. If Nigel had gone into the wall and not into a run-off, the race would have been called off and he'd be world champion today!" he declared. But then again, we both agreed, a

collision with a concrete barrier at 300 kph could have easily made him a posthumous champion, too! One of the perplexing peculiarities of deciding a Formula One champion is that a prolific winner can still be a loser, and vice versa. Mansell, with six victories, won more Grands Prix in 1987 than any other driver, yet still failed to win the championship. Piquet's three wins and a string of second placings were good enough to secure him the hat-trick and a niche among the sport's legends like Fangio, Clark, Brabham, Stewart and Lauda.

In the history of Formula One, there have only been four other occasions when a driver has won more



races in a season but hasn't won the title. In 1958, when only a driver's best six results counted, four wins by Stirling Moss still weren't enough to displace Ferrari's Mike Hawthorn, who clinched the title that year with one victory and a series of minor placings.

Jim Clarke's four wins in a complicated 1967 season couldn't eclipse New Zealand's Denny Hulme, who won twice. Keke Rosberg won once in a very even 1982 in which five others – Lauda, Pironi, Prost, Arnoux and Watson – won twice. And then of course, there was last year when Mansell took the chequered flag five times but he was overhauled by Alain Prost, whose victory in the final race in Adelaide was his fourth of the season.

His career has been as chequered as the flags he strives to achieve and punctuated by some depressing low points. Weeks after throwing in his well

paid job at Lucas Aerospace in 1977 and selling off his home to bankroll his racing, Mansell broke his neck in a Formula Ford crash. "That was the low point of my life", he recalls. "I'd given up my job and it was only the wife earning the pennies. Dear me, I thought, what have I done?"

He had barely recovered when there was yet another setback in 1979. A Formula Three accident resulted in a crushed vertebra, an injury similar to the latest one suffered in Japan. Still strapped to his back brace in hospital, Mansell ignored doctors' warnings and test drove a Lotus Formula One car, to win a place alongside Elio de Angelis in Colin Chapman's famous racing team. Chapman thought highly of Mansell's driving ability and confidently tipped he'd be the next British world champion.

But there was more bad luck ahead in 1982. Mansell never quite recovered from a hand injury in a crash in Canada and went on to finish a disappointing season in excruciating pain. Chapman's death and the arrival of enfant terrible, Ayrton Senna, helped accelerate Mansell's departure to Williams in 1985. It proved to be the turning point, with Mansell winning the European and South African Grands Prix in his first year.

With 13 wins in two and a half seasons, it's not surprising that most drivers and aficionados consider he has a better than reasonable chance of one day winning that elusive championship. Triple world champion Jackie Stewart rates him among the top four driving today. Last year and again this year Prost acknowledged Mansell's brilliant performances, saying he deserved to win the title. "Nigel has been very consistent and his car has been very good", Prost remarked just before Japan. And he's certainly one of the quickest. Seven pole positions taken in sizzling style this season attest to that. And there have been some stunning victories, too. Silverstone, in particular.

On that day in July, Mansell demonstrated blistering driving skills to the roar of delight of the huge home crowd – and the chagrin of his team-mate. It remains the one shining light in a season of dark disappointment. "Everybody has a special day in their life", he told me the day before his Mexican triumph. "I would be very hard pushed ever to have a day like that in my career again. It's not often you see the British crowd breaking ranks and running across the circuit. I will never forget being lifted out of the car, then on people's shoulders and being dropped on the floor. It was something of a special day."

In the final 20 laps of the race, Mansell smashed the lap record an incredible 10 times. The effort totally drained him of energy by the finish. "It was like 20 qualifying laps, not racing laps", he recalled. "I knew exactly how quick I was going. I was pushing it to the limit... although it's not a good way to drive. Fortunately, it worked for me... but there could have easily been an accident on every corner." While Silverstone was a huge confidence

booster, Hungary was soul-destroying for him. "The problem with the world championship is if you don't finish the race, you don't get any points", he says. "That race was particularly disappointing for me because I had driven for one hour and fifty minutes in the lead and then all of a sudden you are out of the race because of a wheel nut flying loose". But Mansell says he's been able to motivate himself by a fierce determination to win. "In wanting to win, it's motivation on

its own", he explained. "If you are a true professional you weigh up the odds and do as good a job as you can. "I'm very happy with my own performance this year... it's just that we haven't had a lot of luck and the reliability we should have had." But unless Mansell's luck changes for the better, he may well be spoken of in much the same breath as his compatriot Moss, when history remembers those great drivers never to win a world championship.



THIS SWAN'S MADE FOR YOU.



OLYMPUS®

OM-4 Ti



TOUGH

The Olympus OM 4-Ti has a strong, lightweight shell made of Titanium, the aerospace material that is stronger and lighter than steel. It gives the camera superior performance under the most adverse conditions.

The uniquely textured, warm toned finish gives the OM 4-Ti an elegance that sets it well apart from ordinary chrome or basic black.

The OM 4-Ti is part of the extensive Olympus system of lenses and accessories to meet all your requirements.

FAST

In a pioneering first from Olympus the OM 4-Ti, in conjunction with the F280 flash gives perfect Synchro at all shutter speeds up to an action stopping 1/2000 sec. This allows you the freedom to create flash images using the ideal aperture and shutter speeds. Daylight fill-in becomes a simple task. All controlled by the Olympus off-the-film flash metering system.

With the OM 4-Ti you can shoot as fast as the action with great results every time.

SKILFUL

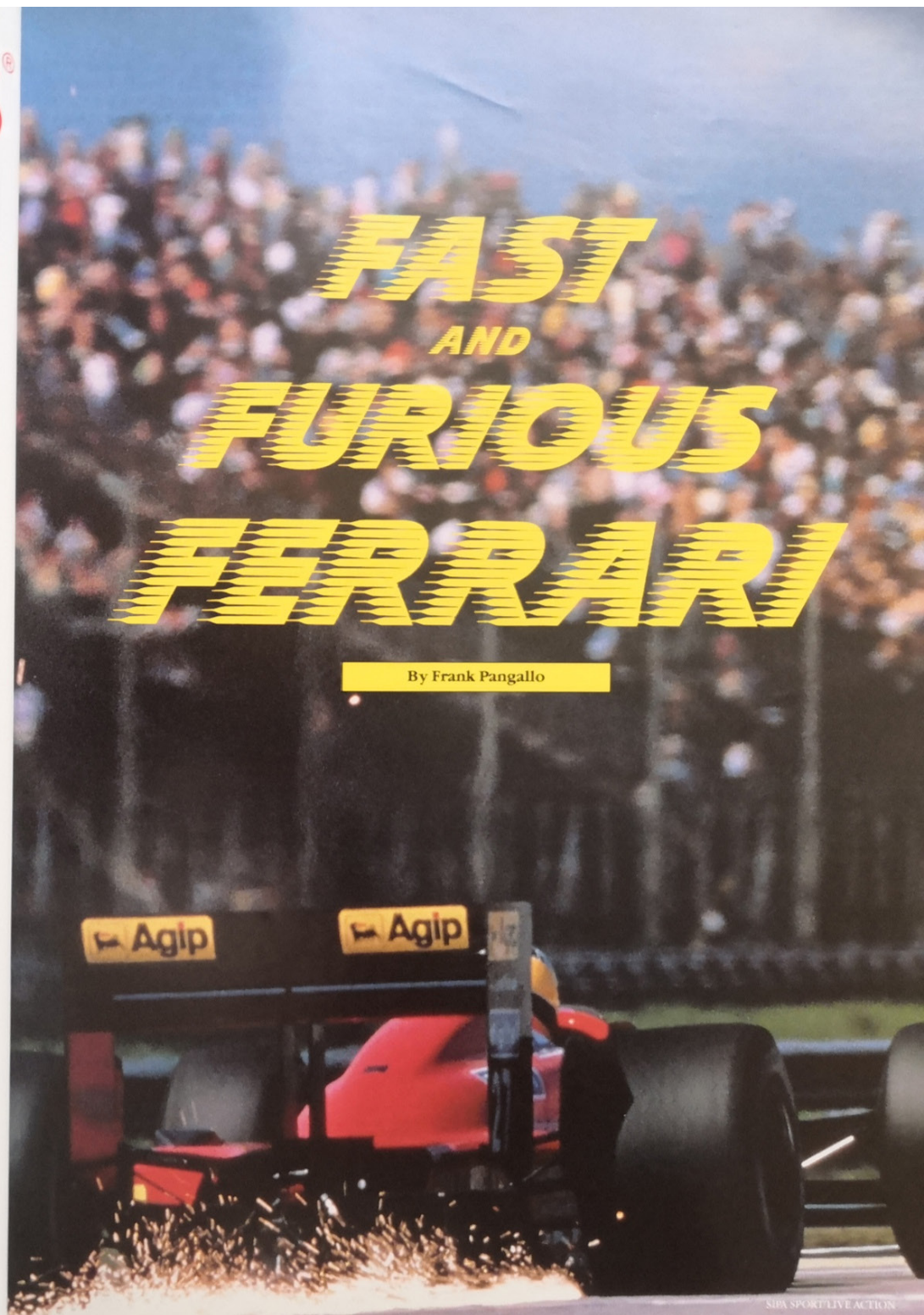
The OM 4-Ti Multi-Spot metering system is one of the best available, allowing you to use photography as an art form rather than a straight mechanical function. The easy to use Multi-spot can calculate up to eight readings with memory and light or dark bias control functions provide precise exposure control.

Auto or manual exposures are available. The informative LCD viewfinder display can be illuminated and incorporates a built-in adjustable eye correction.

For further information contact your nearest photographic retailer or write to the distributors,
R. GUNZ (Photographic) Pty. Ltd.
 PO Box 690, Darlinghurst, 2010

FAST AND FURIOUS FERRARI

By Frank Pangallo



When Ferrari's longest-ever losing sequence came to a triumphant end with Gerhard Berger's all-the-way win in the Japanese Grand Prix, a beaming smile broke across the weary face of Enzo Ferrari, the scuderia's eighty-nine-year-old patriarch.

Smiles have been at a premium for the most revered name in motor sport over the past two years, so all the jubilant emotion in the pits after the race was quite understandable. Within minutes of Berger taking the chequered flag and his Italian team-mate, Michele Alboreto, finishing a superb fourth, Ferrari's team manager, Marco Piccinini, was on the phone to Italy to inform the frail but still alert and enthusiastic Commendatore – as the great man is known – of the sensational achievements.

Ferrari has not been to a Grand Prix since his son Dino died of leukaemia, at the age of 16, in 1954. As a tribute, the boy's name is stamped on every engine block turned out by the factory. But he watches all the races on TV and keeps in touch with the team's performances by telephone. Despite his advancing years, his influence is as strong as ever. He presides over race post-mortems, at Ferrari's impressive complex at Maranello, within 48 hours of a grand prix and makes his own judgements on what he has seen on the screen.

Naturally, the inquest after Japan was an especially happy and satisfying one for the team, which hadn't won a grand prix since Alboreto's victory at Hockenheim in 1985. Ferrari's inability to win a race in 1986, and for most of 1987, had been one of Formula One's more intriguing and fascinating anomalies. It is the one team in Formula One that has never had to worry about costs, and its development team at Maranello (Ferrari's headquarters in northern Italy) is generally regarded as the best in the world.

Ferrari still spends much time at the multi-million dollar complex, which is divided into two sections, one for the racing side and the other for the production of the exclusive Testarossa. His office is on the racing side, at the end of a corridor dedicated to the team's rich and colourful history. Beautifully restored Formula One and sports car engines line this walk down the history of motor sport itself. The walls are soaked with nostalgic and vivid memories of bygone triumphs, with photographs of drivers and their famous cars. Inside his office there are more personal memorabilia. A huge photograph of young Dino is on one wall, while trophies, ornaments and other pieces of memorabilia, collected over 61 years, take pride of place. There are gifts from Ferrari dealers, and one from actor Paul Newman that stands close to his desk.



SIPA SPORTLIVE ACTION



DAVE KENNARD



DAVE KENNARD



SIPA SPORTLIVE ACTION

Millions of dollars have just been spent to upgrade the already impressive production and testing facilities at Maranello. But it seemed, not even the best engineering brains in Italy and Europe and a bottomless pit of financial resources could reverse Ferrari's unexpected decline. But thanks to Berger's victory at Suzuka and some impressive showings at Monza, Estoril and Mexico, respectability appears to have been restored to the graceful black prancing horse at last. Just the shot in the arm Formula One needs after the almost total dominance of Honda-powered Williams and Lotus, and McLaren. And the perfect tonic for old Enzo himself! Now there's every indication the distinctive scarlet machine will almost certainly be a force to be reckoned with in 1988, much to the delight of the fanatical, victory-starved tifosi.

The resurgence is a result of two years of wind-tunnel testing and refinements to the chassis designed by Englishman Dr. Harvey Postlethwaite and Italian Nicolai Tomaini. The improvements to the car's aerodynamics were particularly noticeable after Monza, and at Estoril where Berger drove with blinding speed and arrogant authority. Ferrari should have won in Portugal and Berger admits it was his momentary lapse in concentration that enabled Alain Prost to seize a victory that didn't seem possible with two laps remaining. "I looked in the mirror to see where Alain was and then it happened", was Berger's simple explanation of his error.

In Mexico, Berger sent the scarlet machine around the twisty and bumpy circuit like an Exocet missile, only to be thwarted by engine failure. But it all finally came together in devastating style in Japan, where Berger won his second grand prix (his first was with Benetton in Mexico in 1986) and, had his car not stalled on the grid at the start, Alboreto would have almost certainly finished a lot closer than fourth. The tall Austrian is currently enjoying the higher profile of the two and is already being hailed as a future world champion.

It was Berger's aggressive style and quickness in qualifying that impressed Enzo Ferrari when he was looking for a driver to replace Stefan Johansson this year. When Ferrari is picking his team drivers, he looks for someone who is consistent during a race and can produce good lap times. He has the utmost respect and admiration for his

drivers and thinks they are worth their huge salaries. Some of the greatest have driven for him... Fangio, Ascari and Lauda to name but a few. And some lost their lives striving for glory, including Peter Collins, Wolfgang Von Trips, Ricardo Rodriguez and Jean Berharo. But, surprisingly, he names Italian Tazio Nuvolari and Briton Peter Collins as the best two who have driven for him. "Nuvolari numero uno", he says without hesitation. "And Peter Collins was a great English gentleman who never realised his potential". Collins died in a track accident in 1958, two years after Ferrari pulled him out of a race that would have given him the world championship, because Ferrari favoured Fangio.

Berger has certainly been quick and consistent this year, whereas Alboreto has been dogged with frustrating technical and mechanical problems. Ferrari's bleak period has been particularly tough on Alboreto, a shy and quietly-spoken man held in great esteem by Ferrari. "He's a good fighter", says Ferrari. "He's a sensitive driver who goes cleanly, safely and consistently". Halfway through 1985, Alboreto looked like being the first Italian since Ascari in 1953 to win a world championship. Then things started to sour and Alboreto failed to finish in the last five races of that year,

leaving him second, behind Alain Prost, in the driver's standings. Last year was a nightmare he'd prefer to forget.

Like most Italians, Alboreto doesn't like to be a loser – something he has had to contend with since winning at Hockenheim in 1985. There's always the unwelcome pressure applied by an ever-inquisitive and demanding Italian press and the tifosi when things aren't going as they should. This year Alboreto has been the unsung hero, helping to develop Postlethwaite's chassis in testing sessions and during races. It has meant he has finished three times in the 15 Grands Prix to Japan – a statistic he isn't proud of.

"It has been a difficult season for me... for many reasons", the likeable Italian says. "We have spent a lot of time developing the car. Now it is much better and as competitive as Williams or McLaren. But you need a bit of luck to finish in a race. I didn't finish in many... that's not good for me and I haven't been happy". Alboreto doesn't seem to mind taking the backseat to the barnstorming Berger, and refutes any suggestion there is any friction in the relationship. "Gerhard is a very good driver. We need two very competitive cars all the time", he explains. "I'm happy to work with him... I think we work well together".

While the season's statistics reveal far greater consistency and performance by Berger, Alboreto scoffs at any suggestion his team-mate is getting preferential treatment. "No, Ferrari gives me the same car as Gerhard", he points out. "And we alternate use of the spare car. There's no favouritism". Still, Alboreto is finding it difficult to come to terms with not being able to win a race with a team not used to losing. "Yes there is pressure to win. I've spent three years developing this car, it's been a bad time for me and Ferrari because it is unusual for them not to win. We have improved the car and I'm confident we can win the championship next season", he asserts with confidence. "All we need is one or two good results and everything (that's gone wrong in the past two and a half years) will be forgotten". Next year will be a new ball game with the power of the turbos being reduced to 2.5 bars, along with a fuel limit of 150 litres.

English genius John Barnard, creator of the all-conquering McLaren chassis, is adding the finishing touches to a normally-aspirated car, to be tested against the turbo version before Ferrari decides on what direction to take in 1988. And now that the expectations are high, it could well be the most crucial decision Ferrari makes in its illustrious 61-year history.



SIPA SPORTLIVE ACTION



Agip

The Ferrari of oils.

GERHARD BERGER – FERRARI

STATE DISTRIBUTORS

NSW and ACT
Vedetop Pty Ltd
207 Parramatta Road
HABERFIELD NSW 2045
Phone: (02) 799 8777

VIC/TAS
Formula One Lubricants
43 Burgess Road
BAYSWATER VIC 3153
Phone: (03) 720 4136

QLD
Apollo Distributors
25-29 Longland Street
FORTITUDE VALLEY QLD 4006
Phone: (07) 52 3557

WA
Sound Oil Distributors
800 Rockingham Road
HENDERSHURTH WA 6150
Phone: (09) 410 2245

NT
Priore Motors
70 McMin Street
DARWIN NT 5790
Phone: (089) 81 6760

SA
(Please refer to Agip Petroli)
83 Clarence Street
SYDNEY NSW 2000
Phone: (02) 267 3377



AgipPetroli spa

PIC: COMPOINT - SIPA SPORT/LIVE ACTION

15th Floor
83 Clarence Street, Sydney NSW 2000 Australia
Tel: (02) 267 3377 Telex: AA73865 AGIPET Fax: (02) 267 5153

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

PORTUGAL

ROUND 12: PORTUGAL
ESTORIL, SEPTEMBER 13, 1987

In a sport dominated by statistics, one figure has been at the front of our minds since Alain Prost won for McLaren at Spa this season. The figure is 28: when would The Professor, who had just equalled Jackie Stewart's record of 27 Grand Prix victories, overtake the little Scot. At Estoril the figure was doubly significant: car number 28 was the other star of the weekend, taking Ferrari's first pole position since April 1985 and leading for most of the race until Prost gave us the statistical proof that he is the greatest driver of his generation.

Ferrari first, then . . . Berger took advantage of changeable weather on Saturday to put a Ferrari on pole for the first time since his team-mate Michele Alboreto did the business in Brazil two years ago.



It was just past the half-hour mark in second timed practice when the Austrian threw down the gauntlet with a time of 1:17.620, somewhere around 125 mph for the 2.7 miles of Portuguese tarmac so many of these drivers enjoy. No sooner had long-time pole-sitter Nigel Mansell donned the driving gloves again to go out in his Williams than the heavens opened and Gerhard was high and dry while the others got wet.

The rain was just one of Nigel's handicaps in Estoril, a weekend that pushed the Englishman to the limits of his patience. Main reason? Doubts over his Honda engines, and the disparity between the unit in the back of his active suspension car and the one driving his standard FW11B. Nigel had tested the active system between races at Brands Hatch and decided to follow team-mate Nelson Piquet's example, but a hydraulic leak on Friday saw him switch back to the standard car, to set fastest time of that day. The speed trap times thereafter would show Nigel well down on the straightline speed not only of Piquet but also of several others, leaving Mansell not a happy man. After warm-up, in fact, there were dark mutterings about conspiracies . . .

Warm-up, as so often in the past, saw Prost the pick of the bunch, nipping in with a 1:21.623 with just a minute to go. Never one to miss a psychological trick, Alain faced the loss of his world crown with equanimity but was bent on adding win number 28 before his days of Porsche power came to an end. Despite an engine change, Mansell was no better than third quickest and we were left wondering what would happen come half past two.

What happened was a repeat of 1987's most sadly familiar story: chaos at the start of a Grand Prix. They got away cleanly enough, none better than Mansell, who blasted into the lead from Berger and was blissfully unaware of the goings-on behind. It started with Piquet and Alboreto in dispute over the small piece of track each was trying to occupy, so in the end both left the track. Chain reaction behind that: Warwick, Nakajima, Brundle, Uncle Tom Cobley — they were all at it. Worse was to come: for some reason there was no red flag until the leaders had come round to the scene again, and the miracle was that no serious harm was done as Mansell, Berger and Prost came upon a corner that looked more like motorway mayhem than a racing circuit. Rarely have we seen a driver as angry as Mansell when he took a breather in the pits before the restart. Piquet had no time for fury as he watched the efforts to repair his car, its undertray somewhat less virginal than when first on the grid,



while Messrs Brundle et al sprinted back to T-cars. Only the luckless Danner had no spare Zakspeed and joined the spectators.

Second time around – 40 minutes on – Mansell did it again, sprinting into a first-corner lead. But his own forecast came sadly true as Berger's Ferrari picked the Williams off cleanly, to lead into lap two of the new full-distance race. Berger's job became apparently easier on lap 14: though Mansell had begun to get the active car grooved, its engine expired and with it the majority of its driver's world title chances. Another major contender, Ayrton Senna, looked out of it as the Lotus pitted for a lengthy spell with throttle sensor trouble. Rejoining three laps down after 22 of the scheduled 70, the Brazilian put on one of the storming drives of the season to end up seventh, just seconds away from a Championship point.



But at this stage of the race and of the season all eyes were on the front three: Berger, Piquet and Alboreto. As the pit stop routines began, it was Prost who profited most, rejoining ahead of Piquet and delighted with the feel of the McLaren on fresh rubber. Now the real drama began: Nelson backed off, relaxing in Mansell's absence, and as Alboreto succumbed to gearbox problems, Prost embarked on an epic chase.

For once we had the stuff of motor racing in Estoril: a genuine racer in hot pursuit of Formula One's most famous marque. With an 11-second cushion, it looked odds-on Berger taking his first-ever win for Maranello and the second of his young career. But the gap closed inexorably, and just as the two-year drought for Ferrari fans looked sure to end, the inevitable happened. Well,

what would YOU do with Prost looming ever larger in your mirrors? Three laps out, making a mistake in braking on worn tyres, Berger spun: Prost was through and away...

A rueful Berger came home second, but Estoril had proved the Ferrari resurgence is for real. Piquet's four points for third place may prove academic as the leaders drop scores towards the season's close, but these three were the only ones of the 14 finishers to be on the same lap. Fourth, as if it mattered a great deal, was Teo Fabi's oversteering Benetton, ahead of Stefan Johansson in the second McLaren and the battling Cheever in his Arrows. Cheever had contributed to the fight for non-turbo honours, holding up Ivan Capelli's March and allowing Jonathon Palmer to close menacingly in the leading Tyrrell, but the Italian got home



ninth overall and first of the normally aspirated entrants.

This day was Prost's, however. His win relieved both him and Stewart of a considerable burden, but it took some doing. "The finest – and hardest – win of my life", beamed Alain. "I couldn't have pushed like that much longer, on the limit for both car and driver... but I was not interested in being second or third".

STUART SYKES

Jim Clark Trophy

Pos	Driver	Total	BRA	RSM	BEL	MON	USA	FRA	GBR	GER	HUN	AUT	ITA	POR
1	J. Palmer	71	9	—	—	9	9	6	9	6	9	4	4	6
2	P. Streiff	58	6	9	6	—	—	9	—	9	6	—	9	4
3	P. Fabre	35	4	4	4	4	6	4	6	—	3	—	—	—
4	I. Capelli	34	—	—	—	6	—	—	—	4	9	6	9	—
5	P. Alliot	25	—	6	9	—	—	—	—	4	—	6	—	—

Colin Chapman Trophy

Pos	Team	Total	BRA	RSM	BEL	MON	USA	FRA	GBR	GER	HUN	AUT	ITA	POR
1	Tyrrell Ford	129	15	9	6	9	9	15	9	15	15	4	13	10
2	AGS Ford	35	4	4	4	4	6	4	6	—	3	—	—	—
3	March Ford	34	—	—	—	6	—	—	—	—	4	9	6	9
4	Lola Ford	25	—	6	9	—	—	—	—	4	—	6	—	—

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP Official Starting Grid PORTUGUESE GRAND PRIX

Estoril

Length: 4.350 km
2.703 miles



5	N. MANSELL	GBR	1'17.951	—(1)—	1'17.620	28	G. BERGER	AUT	FERRARI
	CANON WILLIAMS-HONDA								
6	N. PIQUET	BRA	1'18.164	—(2)—	1'17.994	1	A. PROST	FRA	MARLBORO McLaren TAG
	CANON WILLIAMS-HONDA								
27	M. ALBORETO	ITA	1'18.540	—(3)—	1'18.354	12	A. SENNA	BRA	CAMEL LOTUS HONDA
	FERRARI								
2	S. JOHANSSON	SWE	1'20.134	—(4)—	1'19.965	7	R. PATRESE	ITA	BRABHAM BMW
	MARLBORO McLaren TAG								
19	T. FABI	ITA	1'20.483	—(5)—	1'20.305	20	T. BOUTSEN	BEL	BENETTON FORD
	BENETTON FORD								
17	D. WARWICK	GBR	1'21.397	—(6)—	1'21.207	18	E. CHEEVER	USA	U.S.F. & G. ARROWS MEGATRON
	U.S.F. & G. ARROWS MEGATRON								
24	A. NANNINI	ITA	1'21.784	—(7)—	1'21.725	8	A. DE CESARIS	ITA	BRABHAM BMW
	MINARDI MOTORI MODERNI								
10	C. DANNER	BRD	1'22.358	—(8)—	1'22.222	11	S. NAKAJIMA	JPN	CAMEL LOTUS HONDA
	WEST ZAKSPEED								
25	R. ARNOUX	FRA	1'23.237	—(9)—	1'22.400	9	M. BRUNDLE	GBR	WEST ZAKSPEED
	LIGIER LOTO MEGATRON								
23	A. CAMPOS	SPA	1'23.591	—(10)—	1'23.580	30	P. ALLIOT	FRA	LARROUSSE LOLA FORD
	MINARDI MOTORI MODERNI								
16	I. CAPELLI	ITA	1'23.905	—(11)—	1'23.810	4	P. STREIFF	FRA	COURTAULDS TYRRELL FORD
	LEYTON HOUSE MARCH FORD								
3	J. PALMER	GBR	1'24.217	—(12)—	1'24.105	26	P. GHINZANI	ITA	LIGIER LOTO MEGATRON
	COURTAULDS TYRRELL FORD								
22	F. FORINI	SUI	1'26.635	—(13)—	1'24.792	21	A. CAFFI	ITA	LANDIS & GYR/OSELLA
	LANDIS & GYR/OSELLA								
				—(14)—	1'26.946	9	P. FABRE	FRA	EL CHARRO AGS FORD

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP - PORTUGUESE GRAND PRIX

Race Classification after 70 laps = 304.500 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	1	A. Prost	FRA	Marlboro McLaren TAG	1:37'03.906	188.224		1'19.509	65
2	28	G. Berger	AUT	Ferrari	1:37'24.339	187.564	20.493	1'19.282	66
3	6	N. Piquet	BRA	Canon Williams-Honda	1:38'07.201	186.201	1'03.295	1'21.191	41
4	19	T. Fabi	ITA	Benetton Ford	1:36'59.290	185.682	1 LAP	1'21.821	45
5	2	S. Johansson	SWE	Marlboro McLaren TAG	1:37'49.676	184.089	1 LAP	1'22.807	45
6	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	1:37'37.064	181.811	2 LAPS	1'22.682	53
7	12	A. Senna	BRA	Camel Lotus Honda	1:37'41.697	181.668	2 LAPS	1'20.217	62
8	11	S. Nakajima	JPN	Camel Lotus Honda	1:37'56.177	181.220	2 LAPS	1'23.828	63
9	16	I. Capelli	ITA	Leyton House March Ford	1:37'39.896	179.051	3 LAPS	1'25.012	64
10	3	J. Palmer	GBR	Courtauld's Tyrrell Ford	1:37'40.151	179.043	3 LAPS	1'24.652	64
11	24	A. Nannini	ITA	Minardi Motori Moderni	1:35'47.753	179.820	4 LAPS	1'24.626	48
12	4	P. Streiff	FRA	Courtauld's Tyrrell Ford	1:37'10.546	177.266	4 LAPS	1'25.003	51
13	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	1:38'18.782	175.216	4 LAPS	1'23.259	N/A
14	20	T. Boutsen	BEL	Benetton Ford	1:38'09.726	170.167	6 LAPS	1'21.535	N/A
15	8	A. De Cesaris	ITA	Brabham BMW	1:17'58.518	180.750	16 LAPS	1'22.504	N/A
16	27	M. Alboreto	ITA	Ferrari	53'52.447	184.096	32 LAPS	1'22.989	N/A
17	9	M. Brundle	GBR	West Zakspeed	52'15.433	174.808	35 LAPS	1'25.760	N/A
18	22	F. Forini	SUI	Landis & GYR/Osella	49'43.135	167.984	38 LAPS	1'29.223	N/A
19	30	P. Alliot	FRA	Larrousse Lola Ford	45'41.839	177.056	39 LAPS	1'27.020	N/A
20	25	R. Arnoux	FRA	Ligier Loto Megatron	43'23.364	174.444	41 LAPS	1'26.131	N/A
21	21	A. Caffi	ITA	Landis & GYR/Osella	40'32.052	173.853	43 LAPS	1'26.811	N/A
22	26	P. Ghinzani	ITA	Ligier Loto Megatron	35'30.859	176.380	46 LAPS	1'26.811	N/A
23	23	A. Campos	SPA	Minardi Motori Moderni	41'32.849	150.767	46 LAPS	1'26.892	N/A
24	5	N. Mansell	GBR	Canon Williams-Honda	18'22.827	184.598	57 LAPS	1'22.834	N/A
25	7	R. Patrese	ITA	Brabham BMW	18'47.666	180.532	57 LAPS	1'24.433	N/A

FASTEST LAP: 28 G. BERGER (AUT) - LAP 66 TIME: 1'19.282 197.523 km/h

Retirements

No.	Driver	Car	Reason	Laps
8	De Cesaris	Brabham	Injection pipe	55
27	Alboreto	Ferrari	Gearbox	39
9	Brundle	Zakspeed	Gearbox	36
22	Forini	Osella	Wheel bearing	33
30	Alliot	Lola	Electrics	32
25	Arnoux	Ligier	Radiator	30
21	Caffi	Osella	Turbo	28
26	Ghinzani	Ligier	Ignition	25
23	Campos	Minardi	Spin	25
5	Mansell	Williams	Engine	14
7	Patrese	Brabham	Engine	14

Drivers' World Championship

1	N. Piquet	67
2	A. Senna	49
3	N. Mansell	43
4	A. Prost	40
5	S. Johansson	22
6	G. Berger	18
7	T. Fabi	10
8	T. Boutsen	10
9	M. Alboreto	8
10	S. Nakajima	6
11	E. Cheever	5
12	A. De Cesaris	4
13	P. Streiff	4
14	J. Palmer	4
15	D. Warwick	3
16	M. Brundle	2
17	R. Patrese	2
18	P. Alliot	1
19	R. Arnoux	1
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	110
2	McLaren-TAG	62
3	Lotus Honda	55
4	Ferrari	26
5	Benetton Ford	20
6	Tyrrell Ford	8
7	Arrows Megatron	8
8	Brabham BMW	6
9	Zakspeed	2
10	March Ford	1
11	Lola Ford	1
12	Ligier	1

CAMEL
Team Lotus
HONDA

CAMEL
RACE CARD

PORTUGUESE
GRAND PRIX
ROUND 12
SPANISH
GRAND PRIX
ROUND 13

CRUCIAL DOUBLE-HEADER



"I have nothing but good memories of Estoril and Jerez," said Camel Team Lotus Honda team leader, Ayrton Senna, as he looked forward to the crucial 12th and 13th rounds of the Formula 1 World Championship in Portugal and Spain.

"It always gives me a good feeling to race in a country where I have a lot in common with the people, the way of life, the language and where I have many friends and great memories," he says.

"I raced in Portugal in 1979 in

karts when I was runner-up in the World Championship. Then in my first Grand Prix at Estoril I had a good place on the grid and a good finish. A year later I won my first Grand Prix at Estoril with Team Lotus in difficult conditions — that is the greatest moment of my career so far," said Ayrton.

"And last year I started from pole at Jerez and won — even if it was very close!" he added.

"But I don't think you can say Estoril or Jerez are my kind of circuit. I like circuits where my car is running well and I'm competitive," says Ayrton.

He has certainly proved that at

both the circuits.

In his Estoril debut in 1984 he started and finished third, a year later he dominated completely.

Last year he ran a strong second before suffering fuel problems and salvaged fourth.

Portugal Results in 1986:

1. Nigel Mansell (Williams).
 2. Alain Prost (McLaren).
 3. Nelson Piquet (Williams).
 4. Ayrton Senna (Team Lotus).
 5. Michele Alboreto (Ferrari).
 6. Stefan Johansson (Ferrari).
- Championship points after Portugal
86: 1. Nigel Mansell 70. 2. Nelson Piquet 60. 3. Alain Prost 59. 4. Ayrton Senna 51. 5. Keke Rosberg 22. 6. Stefan Johansson 19.

Spanish Results in 1986:

1. Ayrton Senna (Team Lotus).
 2. Nigel Mansell (Williams).
 3. Alain Prost (McLaren).
 4. Keke Rosberg (McLaren).
 5. Teo Fabi (Benetton).
 6. Gerhard Berger (Benetton).
- Championship points after Spain
86: 1. Ayrton Senna 15. 2. Nelson Piquet 9. 3. Nigel Mansell 6. 4. Jacques Laffite 4. 5. Alain Prost 4. 6. Arnoux/Rosberg 3.

PORTUGAL '87 Senna Says:

Good to race at Estoril where I won my first G.P. Lots of people cheering for me gives a extra motivation

Hard driving during the race

LOTS OF DOWNFORCE

Quite heavy on the brakes

HARD TYRES



SPAIN '87 Senna Says:

Good to go back to a place with good memories!!! Nice... nice... and very nice nice corners! LOTS OF DOWNFORCE needed

Very hard on the driver, quite hot, bumpy

Quite hard on the tyres



1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

SPAIN

**ROUND 13: SPAIN
JEREZ, SEPTEMBER 27, 1987**

The last race of the European Grand Prix season did little to clarify the World Championship position, at least where drivers were concerned: Nigel Mansell's runaway victory delayed Williams team-mate Nelson Piquet's celebrations and reduced the very long odds on the Englishman's first title success. One issue settled beyond doubt was the Constructors' Championship, so long in the Williams' pocket it was surprising we had to wait until Jerez for the final confirmation. And two of the Formula One veterans made the Spanish headlines, one for the right reason, the other not quite the same...

First man in the news was Riccardo Patrese, signed up by Williams from Brabham as their replacement for Nelson Piquet in 1988.



On the eve of his 157th Grand Prix, the most seasoned driver in Formula One was getting perhaps the biggest break in a career that began ten years ago in Monaco. Frank Williams means to make Patrese, with two Grand Prix victories under his belt, a regular winner next year, but it would be polite not to ask such men as Warwick, Brundle and Palmer what they all think of it...

Practice looked sure to be dominated yet again by Mansell – but only if you counted Friday, when Nigel was quickest in the standard FW11B he prefers to the active suspension version opted for by Piquet since Monza. Second timed practice was another matter altogether: with 20 minutes to go, on a track devoid of grip after a late Friday downpour, Piquet, from nowhere, found a full second and leapt to the top of the Longines screens.

Mansell's reaction? A touch of the old red mist: blasting back into the pit lane, Nigel ignored red light and yellow flag telling him his car was to be weighed and abandoned it beyond the scale. Beyond reach, too, as far as authority was concerned: Saturday times scrubbed, \$3000 fine, one very irate Briton.

So irate, in fact, that he stormed away from the circuit for two hours to regain the composure to speak to his team: incensed again over engine disparities, feeling his team had failed to tell him the active way was the one to follow, Nigel was venting the spleen that was already evident in Estoril a week before. Still, Friday's time was good enough to give him a slot on the front row yet again, with the Ferraris of Berger and Alboreto as a second-row screen between the Williams pair and the rest of the field – which did not include the two Osellas, relegated to 27th and 28th by the AGS of Pascal Fabre and Nicola Larini's Coloni.

Race day came as race day will, and Nigel's fears and doubts simply evaporated. From the beginning his Williams was in the lead, and over 72 laps Nigel drove what Frank Williams described as a race to match his finest ever. Mansell became an ever more distant speck as dramas unfolded behind him, and the 22-second margin of victory was eloquent testimony to his superiority on the day.

The first – but by no means the last – of the second-string dramas concerned one Rene Arnoux, the second of our veterans. On lap one the combative little Frenchman aimed his Ligier at Derek Warwick, wiping the nose cone off the Arrows and the smile off the Englishman's face for the rest of the afternoon, and holding up Martin Brundle's Zakspeed in the process. In his 125th Grand Prix the bold Rene still had





much to offer, mostly in the way of aggression: when Jonathon Palmer was unwise enough to seek a way past later in the race, Arnoux sideswiped the Tyrrell in no uncertain fashion. This was Arnoux in piratical mood, though most of his broadsides were aimed at the Brits...

Then there was Senna: going through without a stop as he had done on the way to that memorable Jerez victory last year, the Brazilian was third into the first corner – and the queue that formed behind the yellow Lotus would stay there until Ayrton's tyres went away at the end and he was rapidly relegated to fifth. Until then, the Lotus was a mobile if relatively high-speed chicane with an increasingly frustrated traffic jam in tow.

Not that any of this bothered Mansell, as surefooted as you could wish through the midrace traffic and untroubled by the round of pit stops that left others slightly less serene. The most obvious victim was Piquet: on a day when Nelson admitted to more mistakes than in the rest of the season, he came in on lap 45, promptly forgetting to put the brakes on. It cost him 20 seconds, but worse was to follow. Two laps later, charging after Prost, Piquet spun and

lost more ground; then on lap 68 he went off on Berger's oil and pitted for a further seven seconds to have the debris removed from his sidepods. Small consolation that the hard-driving Thierry Boutsen also went off on the same patch at about the same time...

The principal beneficiary of the stops was Prost, who gambled on coming in early after seeing his tyres go off rapidly as he understeered in Senna's wake. As usual, Alain had got the risks weighed up, and from that point on the little fellow was back in the groove.

Down the road a ways, Jonathon Palmer was holding off Philippe Alliot's Lola for normally-aspirated honours until the aforementioned brush with Arnoux, so the Larrousse man was left to pick up not only top points in his own category but also the last point of the day

for a fine sixth place overall. Philippe Streiff brought the other Tyrrell home next to put a little more pressure on Palmer in the race for the Jim Clark Cup, with Uncle Ken expected to retain whichever of his two drivers finally lifts that particular piece of silverware...

And so to Mexico: neither Williams driver made much of a showing there last year, and the feeling now is that somehow or other the Championship will remain as alive as it can until we get to Adelaide again. Can the Australians be as lucky as they have in previous years and stage yet another tightrope finale to the Formula One season? The good citizens of Adelaide are not the only ones hoping they can...

STUART SYKES

Jim Clark Trophy

Pos	Driver	Total	BRA	RSM	BEL	MON	USA	FRA	GBR	GER	HUN	ITA	AUT	POR	SPA
1	J. Palmer	71	9	—	—	9	9	6	9	6	9	4	4	6	—
2	P. Streiff	64	6	9	6	—	—	9	—	9	6	—	9	4	6
3	I. Capelli	38	—	—	—	6	—	—	—	—	4	9	6	9	4
4	P. Fabre	35	4	4	4	4	6	4	6	—	3	—	—	—	—
5	P. Alliot	34	—	6	9	—	—	—	—	4	—	6	—	—	9

1987 FIA FORMULA ONE
WORLD CHAMPIONSHIP

Official Starting Grid

SPANISH GRAND PRIX

Jerez

Length: 4.014 km
2.494 miles



5	N. MANSELL	GBR	1'23.081	—(1)—	1'22.461	6	N. PIQUET	BRA
	CANON WILLIAMS-HONDA						CANON WILLIAMS-HONDA	
27	M. ALBORETO	ITA	1'24.192	—(2)—	1'23.164	28	G. BERGER	AUT
	FERRARI						FERRARI	
19	T. FABI	ITA	1'24.523	—(3)—	1'24.320	12	A. SENNA	BRA
	BENETTON FORD						CAMEL LOTUS HONDA	
20	T. BOUTSEN	BEL	1'25.295	—(4)—	1'24.596	1	A. PROST	FRA
	BENETTON FORD						MARLBORO McLAREN TAG	
8	A. DE CESARIS	ITA	1'25.811	—(5)—	1'25.335	7	R. PATRESE	ITA
	BRABHAM BMW						BRABHAM BMW	
17	D. WARWICK	GBR	1'26.728	—(6)—	1'26.147	2	S. JOHANSSON	SWE
	U.S.F. & G. ARROWS MEGATRON						MARLBORO McLAREN TAG	
25	R. ARNOUX	FRA	1'28.241	—(7)—	1'27.062	18	E. CHEEVER	USA
	LIGIER LOTO MEGATRON						U.S.F. & G. ARROWS MEGATRON	
3	J. PALMER	GBR	1'28.353	—(8)—	1'28.330	4	P. STREIFF	FRA
	COURTAULDS TYRRELL FORD						COURTAULDS TYRRELL FORD	
11	S. NAKAJIMA	JPN	1'28.367	—(9)—	1'28.361	30	P. ALLIOT	FRA
	CAMEL LOTUS HONDA						LARROUSSE LOLA FORD	
9	M. BRUNDLE	GBR	1'28.597	—(10)—	1'28.477	16	I. CAPELLI	ITA
	WEST ZAKSPEED						LEYTON HOUSE MARCH FORD	
10	C. DANNER	BRD	1'28.667	—(11)—	1'28.602	24	A. NANNINI	ITA
	WEST ZAKSPEED						MINARDI MOTORI MODERNI	
23	A. CAMPOS	SPA	1'29.538	—(12)—	1'29.066	26	P. GHINZANI	ITA
	MINARDI MOTORI MODERNI						LIGIER LOTO MEGATRON	
32	N. LARINI	ITA	1'30.982	—(13)—	1'30.694	14	P. FABRE	FRA
	COLONI FC 187						EL CHARRO AGS FORD	
22	F. FORINI	SUI	1'34.723	—(14)—	1'31.284	23	A. CAFFI	ITA
	LANDIS & GYR/OSELLA						LANDIS & GYR/OSELLA	

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP - SPANISH GRAND PRIX

Race Classification after 72 laps = 303.696 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	5	N. Mansell	GBR	Canon Williams-Honda	1:49'12.692	166.848		1'28.444	45
2	1	A. Prost	FRA	Marlboro McLaren TAG	1:49'34.917	166.284	22.225	1'27.459	30
3	2	S. Johansson	SWE	Marlboro McLaren TAG	1:49'43.510	166.067	30.818	1'28.133	59
4	6	N. Piquet	BRA	Canon Williams-Honda	1:49'44.142	166.051	31.450	1'27.108	49
5	12	A. Senna	BRA	Camel Lotus Honda	1:50'26.199	164.997	1'13.507	1'30.088	20
6	30	P. Alliot	FRA	Larrousse Lola Ford	1:49'51.179	163.570	1 LAP	1'30.365	50
7	4	P. Streiff	FRA	Courtaulds Tyrrell Ford	1:50'30.184	162.608	1 LAP	1'31.279	50
8	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	1:48'43.688	162.935	2 LAPS	1'29.934	46
9	11	S. Nakajima	JPN	Camel Lotus Honda	1:49'17.040	162.106	2 LAPS	1'31.228	42
10	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	1:49'27.505	161.848	2 LAPS	1'31.105	41
11	9	M. Brundle	GBR	West Zakspeed	1:49'43.553	161.458	2 LAPS	1'31.373	44
12	16	I. Capelli	ITA	Leyton House March Ford	1:50'30.518	160.310	2 LAPS	1'30.407	61
13	7	R. Patrese	ITA	Brabham BMW	1:49'34.537	157.055	4 LAPS	1'27.150	67
14	23	A. Campos	SPA	Minardi Motori Moderni	1:49'55.599	156.554	4 LAPS	1'33.503	31
15	27	M. Alboreto	ITA	Ferrari	1:42'08.912	165.997	5 LAPS	1'27.738	54
16	20	T. Boutsen	BEL	Benetton Ford	1:40'21.977	166.423	6 LAPS	1'28.299	65
17	28	G. Berger	AUT	Ferrari	1:34'26.811	166.135	10 LAPS	1'26.986	49
18	3	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:24'55.441	163.904	17 LAPS	1'30.514	50
19	25	R. Arnoux	FRA	Ligier Loto Megatron	1:26'39.427	160.626	17 LAPS	1'32.650	50
20	10	C. Danner	BRD	West Zakspeed	1:27'37.269	144.417	22 LAPS	1'32.074	19
21	24	A. Nannini	ITA	Minardi Motori Moderni	1:10'47.807	160.863	27 LAPS	1'30.722	19
22	19	T. Fabi	ITA	Benetton Ford	1:01'29.703	164.618	32 LAPS	1'29.319	32
23	8	A. De Cesaris	ITA	Brabham BMW	40'17.131	163.336	46 LAPS	1'30.670	23
24	26	P. Ghinzani	ITA	Ligier Loto Megatron	38'15.631	158.752	48 LAPS	1'32.604	20
25	14	P. Fabre	FRA	El Charro AGS Ford	16'31.172	153.200	62 LAPS	1'35.672	3
26	32	N. Larini	ITA	Coloni FC 187	12'54.632	156.821	64 LAPS	1'33.108	7

FASTEST LAP: 28 G. BERGER (AUT) - LAP 49 TIME: 1'26.986 174.566 km/h

Retirements

No.	Driver	Car	Reason	Laps
27	Alboreto	Ferrari	Engine	68
20	Boutsen	Benetton	Brakes, spin	67
28	Berger	Ferrari	Engine	63
3	Palmer	Tyrrell	Crash	56
25	Arnoux	Ligier	Engine	56
10	Danner	Zakspeed	Gearbox	51
24	Nannini	Minardi	Turbo	46
19	Fabi	Benetton	Engine	41
8	De Cesaris	Brabham	Gearbox	27
26	Ghinzani	Ligier	Ignition	25
14	Fabre	AGS	Engine	11
32	Larini	Coloni	Engine	9

Drivers' World Championship

1	N. Piquet	70
2	N. Mansell	52
3	A. Senna	51
4	A. Prost	46
5	S. Johansson	26
6	G. Berger	18
7	T. Fabi	10
8	T. Boutsen	10
9	M. Alboreto	8
10	S. Nakajima	6
11	E. Cheever	5
12	A. De Cesaris	4
13	P. Streiff	4
14	J. Palmer	4
15	D. Warwick	3
16	M. Brundle	2
17	R. Patrese	2
18	P. Alliot	2
19	R. Arnoux	1
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	122
2	Mc Laren-TAG	72
3	Lotus Honda	57
4	Ferrari	26
5	Benetton Ford	20
6	Tyrrell Ford	8
7	Arrows Megatron	8
8	Brabham BMW	6
9	Zakspeed	2
10	Lola Ford	2
11	March Ford	1
12	Ligier	1

Peter Liebich Cellar Collection FOR THE RACE... THE PORTS

The Grand Prix Port Collection is a limited award-winning series, featuring the Adelaide Winner, the nominated drivers on the reverse side and the current world champion on the 3-bottle pack.

A valuable collector's item, to treasure in memory of such a prestigious event.

Peter Liebich Port



1985 Collection



1986 Collection

THE OFFICIAL
GRAND PRIX PORT



Available at all leading liquor outlets, or post the coupon below

To: Peter Liebich Cellars, GPO Box 404, Adelaide S.A. 5000 (08) 51 9725 Telex AA186237 BARRYD Fax: 212 5022

I enclose cheque/money order or charge my:

☐ Bankcard ☐ Mastercard ☐ Visa Card
☐ Diners Club ☐ American Express

A/C Name: _____
Signature: _____
Expiry Date: _____

Name: _____
Address: _____ P/C _____

Price Per Bottle:
1985 Grand Prix Port \$24.95 + \$5.05 p&p
1986 Grand Prix Port \$24.95
1987 Grand Prix Port \$24.95
Set of 3 \$69.95 + \$10.15 p&p
Per dozen normally \$299.40
less 10% \$269.46 + \$10.60 p&p
Please Supply: _____ Bottles _____ Sets _____ Cartons
(Please depict year of Port)

— TShirts — size @ \$19.95 + \$5.00 p&p
— bottles Dick Johnson Series Ports
— bottles Clashes & Challenge Ports
The prices for p&p include protective packaging to ensure product safety, insurance and delivery to your door within Australia.
Wine List:
1986 Cabernet Sauvignon \$9.95 \$119.40
1987 Rhine Riesling \$7.95 \$95.40
1987 Traminer Riesling \$7.95 \$95.40
1987 Rhine Riesling \$8.95 \$107.49
Auslese (Postage & packaging \$10.00 case of twelve)

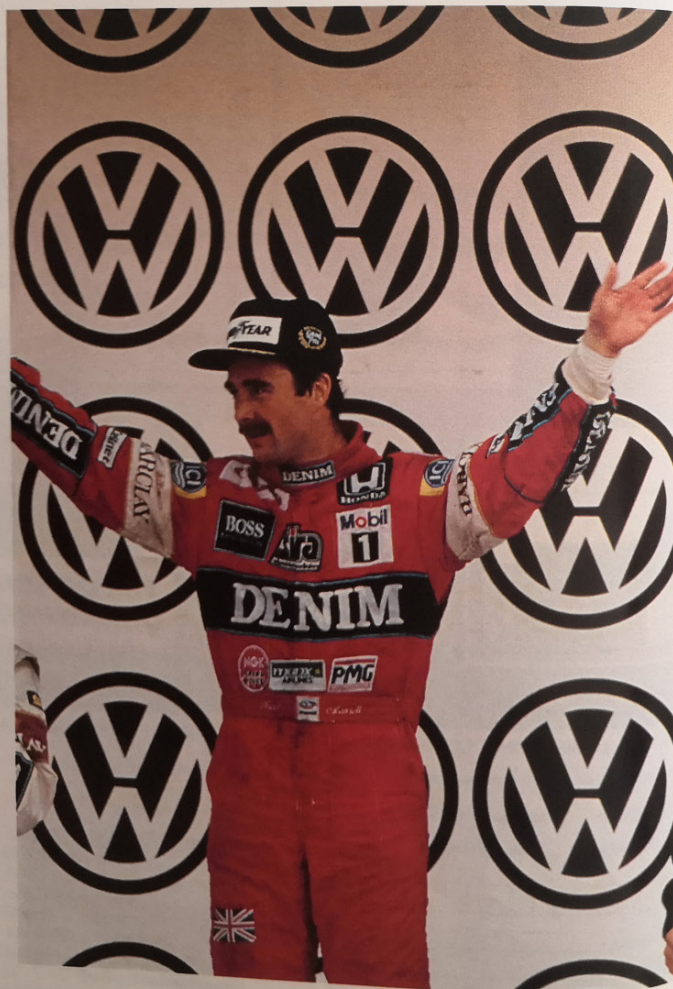
1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

MEXICO

**ROUND 14: AUTODROMO HERMANOS RODRIGUEZ
OCTOBER 18, 1987**



If Nigel Mansell wins the World Championship this year there will have been more gracious wearers of the crown. Despite winning in Mexico, for the sixth time this season, Mansell went out of his way to refer to the luck allegedly enjoyed by Canon Williams Honda team-mate Nelson Piquet, who finished second after apparently being push-started, and so remains favourite for his third title. Nigel, who had driven superbly again after some lurid moments in practice, made no mention of the early brilliance of Thierry Boutsen and Gerhard Berger, who blew the field away before the Benetton and Ferrari both retired. . . . Still, such is the way of sport these days, and Mansell feels the title is at least a possibility again with just two races to go.



It was, as they say in another sport, a game of halves: a severe accident left Derek Warwick happily unhurt but his Arrows wrecked and the tyre wall on the corner on to the pit straight in need of repairs. The flag went out on lap 32, leaving a re-started race with a further 33 laps to run. By that time there were only 14 runners after a particularly eventful first half.

The first major casualty was Alain Prost's McLaren, sidelined in a first-lap tangle with a charging Nelson Piquet. This was when the Brazilian stalled, spun and was push-started, sparking a post-race controversy over whether he should be or indeed had been disqualified that raged on into the next day's press reports. As an official FISA communique said, however, the car was moved because it was in a dangerous position, there was no protest within an hour of the race finish and therefore no question of Piquet's being disqualified. If he had been, a very hard drive indeed would have gone to waste.

Second of the casualties, again in embarrassing fashion, was Satoru Nakajima. The little Japanese again carried the camera on his Lotus, but on lap two he suffered brain fade, braked too late, hit Derek Warwick's Arrows very hard, and the world saw him in glorious living colour minus the front right wheel. Johansson's McLaren and Danner's Zakspeed bit the dust soon after, Martin Brundle then retiring his Zakspeed to make it a fruitless trip for the Niederzissen team, while two of the brightest young stars in the F1 firmament were ploughing a lonely furrow at the front.

On lap one, Gerhard Berger, quickest in Friday's two practice sessions, had blasted his Ferrari past polesitter Mansell into the lead, only to lose it almost at once to Thierry Boutsen's Benetton. Was the Belgian about to notch up that long-overdue first win? For 14 laps it looked like it as he held off Berger, but then the misfire started, quickly became terminal and Berger was away – or was he? Winner here last year, Gerhard had only six laps to enjoy the prospect of a double: by lap 21 his engine had given up the ghost, and with team-mate Alboreto already gone for the same reason the Ferrari fans were left still waiting.

And so to Mr Mansell . . . into the lead on lap 21, Nigel quietly walked away with the first half of the race, though by this time an angry Piquet was lowering the fastest lap time with some regularity as he zoomed through the field. The clumsy departure of Andrea De Cesaris in the Brabham on lap 23 let the Brazilian into a points-scoring





position for the first time. Soon after came the Warwick incident. Derek went off to the left on exiting the fast right-hander on to the straight and sat for a worryingly long time, motionless in the cockpit, before an arm emerged and we all breathed a sigh of relief.

Mansell on pole again, then, for the 14-car re-start, ahead of Senna's Lotus, the Patrese Brabham and Piquet – who promptly stormed into the lead in the bid to eat into Mansell's 45-second advantage from part one. For some reason, Mansell, who could have sat back and relaxed, felt compelled to try to lead this part of the race as well, and would later complain that Piquet had chopped him and nearly, as the saying goes, had him off... However it happened, Williams number 5 was lucky not to lose it altogether as Piquet stuck to his guns, whereupon Nigel decided discretion was the better part of valour and a procession of sorts developed.

That left us looking for someone else to provide the fun, and Piquet's compatriot duly obliged. Ayrton Senna, like Mansell, had not had a happy weekend, what with a high-speed crash in second qualifying, so he would have been pleased with his strong second

place in the first leg of the race. Lying third in part two, Ayrton lost his clutch – and eventually his grip when he went into a spin on lap 55 and was seen furiously gesticulating to the marshals to help him get going again. The bold marshals did no such thing, and when Senna eventually climbed out of the cockpit he prefaced his return to the pits with a punch that ended up costing him a \$15,000 fine.

Piquet hauled himself up to second overall and settled for that, with next year's Williams replacement, Riccardo Patrese, producing his best finish of the season in third place ahead of Eddie Cheever's Arrows, matching his previous best of the year despite boost problems that left him with some 50 litres of fuel at the end. Fifth was the Benetton of Teo Fabi, while sixth for the third time running, and as he was in Mexico last year, was Philippe Alliot in the normally-aspirated Lola.

That makes it three points finishes in a row for Alliot, who pipped the Tyrrell pair of Palmer and Streiff. Ken Tyrrell was amazed at the small gap between the turbo and non-turbo cars in Mexico's rarefied atmosphere, reinforcing his belief that next year will

see the normally-aspirated cars push the turbos all the way.

Ninth and last of the classified finishers was new boy Yannick Dalmas, who did a splendid job in qualifying the second Lola in 23rd place – ahead of team-mate Alliot – at the expense of Pascal Fabre's AGS. Dalmas is yet another of the seemingly endless stream of continental youngsters waiting to claim F1 seats...

So Mexico left us with the Mansell-Piquet fight unfinished, and the post-race press conferences merely underlined the rift between the two supposed team-mates. Will Japan see Piquet crowned as World Champion, or will it go down to the wire in Oz again? At the moment, there is only the slightly unpleasant taste of bitter rivalry in the mouth. The great Irish rugby player Tony O'Reilly once gave us a definition of sport that seems to sum it all up: "fierce confrontation conducted with the dignity of friendship". What a pity the modern Grand Prix scene does not embody that particular formula.

STUART SYKES

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP Official Starting Grid MEXICAN GRAND PRIX

Mexico

Length: 4.421 km
2.747 miles



28	G. BERGER	AUT	FERRARI	1'18.426	-(1)-	1'18.383	5	N. MANSELL	GBR	CANON WILLIAMS-HONDA
20	T. BOUTSEN	BEL	BENETTON FORD	1'18.691	-(2)-	1'18.463	6	N. PIQUET	BRA	CANON WILLIAMS-HONDA
19	T. FABI	ITA	BENETTON FORD	1'18.992	-(3)-	1'18.742	1	A. PROST	FRA	MARLBORO McLAREN TAG
7	R. PATRESE	ITA	BRABHAM BMW	1'19.889	-(4)-	1'19.089	12	A. SENNA	BRA	CAMEL LOTUS HONDA
8	A. DE CESARIS	ITA	BRABHAM BMW	1'20.141	-(5)-	1'19.967	27	M. ALBORETO	ITA	FERRARI
18	E. CHEEVER	USA	U.S.F. & G. ARROWS MEGATRON	1'21.705	-(6)-	1'21.664	17	D. WARWICK	GBR	U.S.F. & G. ARROWS MEGATRON
24	A. NANNINI	ITA	MINARDI MOTORI MODERNI	1'22.035	-(7)-	1'21.711	9	M. BRUNDLE	GBR	WEST ZAKSPEED
11	S. NAKAJIMA	JPN	CAMEL LOTUS HONDA	1'22.214	-(8)-	1'22.185	2	S. JOHANSSON	SWE	MARLBORO McLAREN TAG
25	R. ARNOUX	FRA	LIGIER LOTO MEGATRON	1'23.053	-(9)-	1'22.593	10	C. DANNER	BRD	WEST ZAKSPEED
16	I. CAPELLI	ITA	LEYTON HOUSE MARCH FORD	1'24.404	-(10)-	1'23.955	23	A. CAMPOS	SPA	MINARDI MOTORI MODERNI
3	J. PALMER	GBR	COURTAULDS TYRRELL FORD	1'24.723	-(11)-	1'24.553	26	P. GHINZANI	ITA	LIGIER LOTO MEGATRON
30	P. ALLIOT	FRA	LARROUSSE LOLA FORD	1'25.096	-(12)-	1'24.745	29	Y. DALMAS	FRA	LARROUSSE LOLA FORD
21	A. CAFFI	ITA	STIEVANI OSELLA	1'27.670	-(13)-	1'26.305	4	P. STREIFF	FRA	COURTAULDS TYRRELL FORD
					-(14)-	1'28.655	14	P. FABRE	FRA	EL CHARRO AGS FORD

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP - MEXICAN GRAND PRIX

Race Classification after 63 laps = 278.523 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	5	N. Mansell	GBR	Canon Williams-Honda	1:26'24.207	193.411		1'19.527	59
2	6	N. Piquet	BRA	Canon Williams-Honda	1:26'50.383	192.439	26.176	1'19.132	57
3	7	R. Patrese	ITA	Brabham BMW	1:27'51.086	190.223	1'26.879	1'21.057	57
4	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	1:28'05.559	189.702	1'41.352	1'20.434	54
5	19	T. Fabi	ITA	Benetton Ford	1:27'31.973	184.855	2 LAPS	1'20.829	38
6	30	P. Alliot	FRA	Larrousse Lola Ford	1:26'42.504	183.553	3 LAPS	1'24.320	39
7	3	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:27'02.721	182.843	3 LAPS	1'24.657	39
8	4	P. Streiff	FRA	Courtaulds Tyrrell Ford	1:28'26.436	179.958	3 LAPS	1'26.039	28
9	29	Y. Dalmas	FRA	Larrousse Lola Ford	1:27'30.697	178.837	4 LAPS	1'24.405	39
10	12	A. Senna	BRA	Camel Lotus Honda	1:15'12.279	190.467	9 LAPS	1'20.586	44
11	16	I. Capelli	ITA	Leyton House March Ford	1:15'40.913	178.752	12 LAPS	1'24.274	36
12	21	A. Caffi	ITA	Stievani Osella	1:12'14.838	183.578	13 LAPS	1'23.628	49
13	26	P. Ghinzani	ITA	Ligier Loto Megatron	1:01'55.050	184.216	20 LAPS	1'23.659	39
14	23	A. Campos	SPA	Minardi Motori Moderni	52'11.672	162.629	31 LAPS	1'25.734	31
15	25	R. Arnoux	FRA	Ligier Loto Megatron	41'43.237	184.382	34 LAPS	1'23.887	19
16	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	41'51.394	164.771	37 LAPS	1'23.124	15
17	8	A. De Cesaris	ITA	Brabham BMW	31'06.610	187.582	41 LAPS	1'22.535	17
18	28	G. Berger	AUT	Ferrari	27'44.789	191.203	43 LAPS	1'21.520	19
19	20	T. Boutsen	BEL	Benetton Ford	20'59.642	189.525	48 LAPS	1'22.170	9
20	24	A. Nannini	ITA	Minardi Motori Moderni	18'54.024	182.450	50 LAPS	1'24.668	12
21	27	M. Alboreto	ITA	Ferrari	17'12.724	184.935	51 LAPS	1'23.273	9
22	9	M. Brundle	GBR	West Zakspeed	4'45.665	167.143	60 LAPS	1'28.816	2
23	2	S. Johansson	SWE	Marlboro McLaren TNG	1'43.361	153.981	62 LAPS	1'43.361	1
24	11	S. Nakajima	JPN	Camel Lotus Honda	1'43.533	153.725	62 LAPS	1'43.533	1
25	10	C. Danner	BRD	West Zakspeed	1'44.266	152.644	62 LAPS	1'44.266	1

FASTEST LAP: 6 N. PIQUET (BRA) - LAP 57 TIME: 1'19.132 201.127 km/h

Retirements

No. Driver	Car	Reason	Laps
12 Senna	Lotus	Spin	55
16 Capelli	March	Engine	52
21 Caffi	Osella	Engine	51
26 Ghinzani	Ligier	Engine	44
23 Campos	Minardi	Engine	33
25 Arnoux	Ligier	Ignition	30
17 Warwick	Arrows	Accident	27
8 De Cesaris	Brabham	Spin	23
28 Berger	Ferrari	Engine	21
20 Boutsen	Benetton	Electrics	16
24 Nannini	Minardi	Turbo	14
27 Alboreto	Ferrari	Engine	13
9 Brundle	Zakspeed	Turbo	4
2 Johansson	McLaren	Accident	2
11 Nakajima	Lotus	Accident	2
10 Danner	Zakspeed	Accident	2
1 Prost	McLaren	Collision	1

Drivers' World Championship

1	N. Piquet	73
2	N. Mansell	61
3	A. Senna	51
4	A. Prost	46
5	S. Johansson	26
6	G. Berger	18
7	T. Fabi	12
8	T. Boutsen	10
9	M. Alboreto	8
10	E. Cheever	8
11	R. Patrese	6
12	S. Nakajima	6
13	A. De Cesaris	4
14	P. Streiff	4
15	J. Palmer	4
16	D. Warwick	3
17	P. Alliot	3
18	M. Brundle	2
19	R. Arnoux	1
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	137
2	McLaren-TAG	72
3	Lotus Honda	57
4	Ferrari	26
5	Benetton Ford	22
6	Arrows Megatron	11
7	Brabham BMW	10
8	Tyrrell Ford	8
9	Lola Ford	3
10	Zakspeed	2
11	March Ford	1
12	Ligier	1

FIGHT TO THE FINISH



The Formula 1 World Championship starts its final leg at the Autodromo Hermanos Rodriguez in Mexico. And for both Camel Team Lotus Honda drivers — team leader Ayrton Senna and Japan's first full time Grand Prix driver, Satoru Nakajima — the 14th round will be a crucial race.

For Senna it is another chance to pick up points and cut the 19 point gap to championship leader, Nelson Piquet, as the series heads for its climax in Adelaide.

For Nakajima it will be his last race before he appears in his home Grand Prix in Japan at the Suzuka circuit, scene of many of his past motor racing

victories.

"Mexico is relatively easy on the driver because it has a long straight which gives me a chance to rest. But on the other side of the coin it takes its toll because of the climate and the altitude," said Ayrton.

Last year, in the first Mexican Grand Prix for 16 years, Ayrton qualified on pole and finished third in front of an estimated 45,000 crowd.

Team-mate Satoru will be racing at another circuit new to him.

"I prepare for a race at a new circuit by talking to Ayrton about the track and driving around it in a saloon car if I get the chance. I also study a map of the circuit and go over and over it in my mind — especially the night before qualifying and the race," he said.

Both Satoru and Ayrton put in spirited battling performances in the last round in Spain which went virtually unrecorded.

Ayrton finished fifth after running second for much of the race and then falling three places in the final stages. Satoru started 18th and climbed to ninth by the flag despite a brief spin when Patrese piroquetted in front of him.

Ayrton had expected to finish higher but is still confident he has a chance of winning the World Championship. "I tried the very best I could and even though we only got another two points I still think we have a chance of winning the championship. I shall keep on trying, as usual, until the end of the last race," he said.

Team Lotus has won the Mexican Grand Prix twice. Jim Clark took his Lotus Ford 49 to his final victory of the 1967 season and the following year Graham Hill recorded his third victory for the team in Mexico.

Mexican Results in 1986:
 1, Gerhard Berger (Benetton).
 2, Alain Prost (McLaren).
 3, Ayrton Senna (Team Lotus).
 4, Nelson Piquet (Williams Honda).
 5, Nigel Mansell (Williams Honda).
 6, Philippe Alliot (Ligier).
Championship points after Mexico 86: 1, Nigel Mansell 70* (72); 2, Alain Prost 64* (65); 3, Nelson Piquet 63; 4, Ayrton Senna 55; 5, Keke Rosberg 22; 6, Stefan Johansson 19.
 (* = best 11 results)

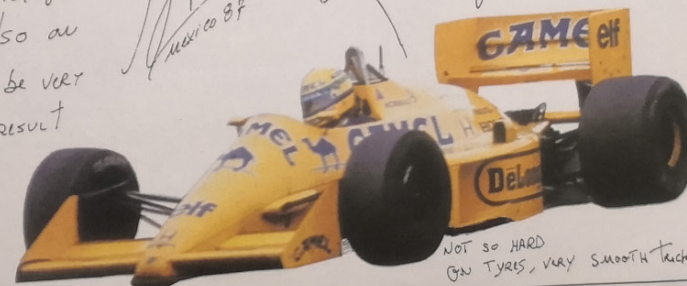
MEXICO '87

Senna says

"The Mexicans have always been behind the Brazilians not just on the football but also on motor racing. Would be very nice to have a good result there especially because we are getting to the end of season."

Ayrton Senna
Mexico '87

LOTS OF DOWNFORCE
 QUITE HARD ON THE engines due to High ALTITUDE



NOT SO HARD ON TYRES, VERY SMOOTH TRACK

**THERE IS ONLY
ONE WAY
TO WATCH
THE
GRAND PRIX . . .**



Outstanding picture quality in a pocket TV. You're up-to-the-minute wherever you are. See it as it happens – sport, news, interviews, special programs. Casio's original Liquid Crystal technology makes possible a totally new High Quality Matrix system to bring you outstanding image reproduction. Available in black & white (TV 200) or colour (TV 400). The very latest technology. Trust Casio to make it affordable. **You've got to have one!**

CASIO

Distributed and Warranted by
Mobex Pty. Ltd.
Sydney (02) 406 6277
Melbourne (03) 579 0888
Launceston (003) 31 5588
Townsville (077) 75 6299
Adelaide (08) 212 7455
Brisbane (07) 252 1299
Perth (09) 470 3222

**DON'T MISS THE EXCITEMENT
OF ANY GRAND PRIX**

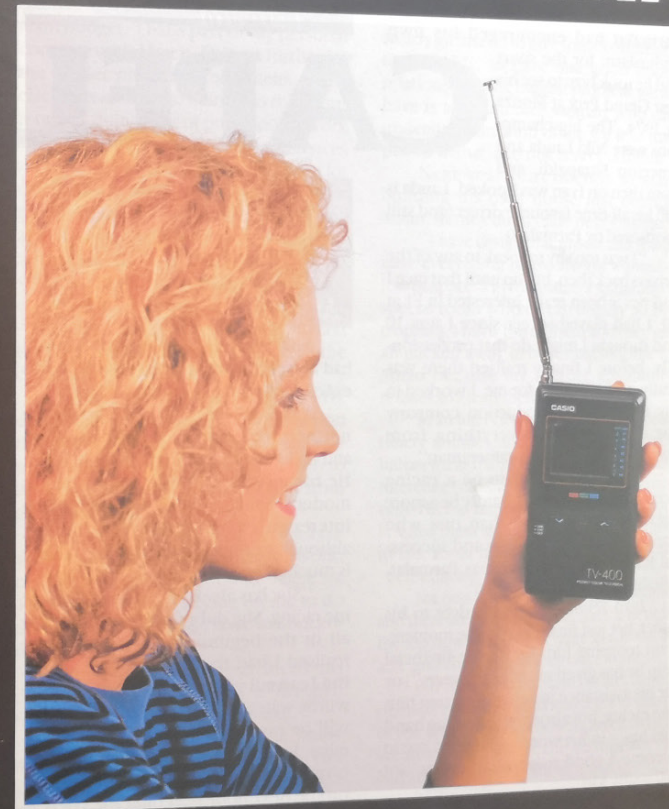
WIN YOUR OWN!

The question is easy.
Send the answer to
Prix Editions –

The Question: What
driver, because of an
accident in Japan,
did not race in the
Australian Grand Prix?

Competition closes
December 31st 1987.

Don't forget to include
your name and address
with your entry.



We have 3 TV 400's to give away

SEND TO: PRIX EDITIONS: CASIO COMPETITION
62 DULWICH AVENUE, DULWICH 5065
ADELAIDE, SOUTH AUSTRALIA

In the bedroom of his home in Milan, Ivan Capelli has a pair of Nelson Piquet's race overalls. They're a souvenir of the days when Ivan was a shy 17-year-old kart racer and Nelson was Brabham's champion who happened to be sponsored by the big Italian dairy corporation, Parmalat. And Ivan's father happened to handle the Parmalat account. Ivan was given the overalls after the Monza Grand Prix in 1980 and has hung on to them ever since. He doubts whether Nelson would want them back now, anyway.

Apart from direct access to Nelson's second-hand racing gear, Ivan's father, Graziano, also gave his son a love of Formula One. His connection with Parmalat had encouraged his own enthusiasm for the sport and he took Ivan to see his first Grand Prix at Monza in 1974. The big champions were Niki Lauda and Emerson Fittipaldi, and from then on Ivan was hooked. Lauda is still his all-time favourite driver (and still sponsored by Parmalat!).

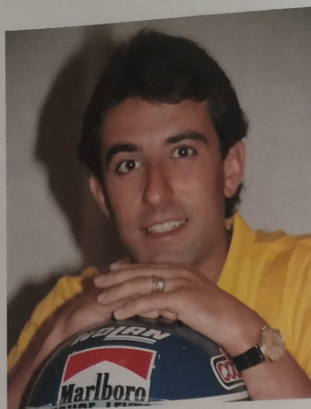
"I was too shy to speak to any of the drivers back then, but up until that race I had never been really interested in F1 at all. I had played soccer since I was 10 and thought I might do that professionally, before I finally realised there was really no future in it for me. I worked in my father's film production company for quite a while, everything from sweeping the floors to cameraman."

If you're aiming to be a racing driver in Italy, there can hardly be a more useful parent to have than one who handles publicity for large and successful Italian companies such as Parmalat, Alitalia and Alfa Romeo.

Ivan acknowledges his debt to his father, not just financial ("At the moment, I am repaying him for all the financial help he has given me over the years") or for his assistance in actually getting him into racing, but also for the guiding hand that has – in his words – "helped me to become a good responsible driver, not just a silly kid".

Today he has a maturity that belies his 24 years. He is quiet and courteous with an open, friendly manner and a keen intelligence. When he talks he looks you straight in the eye and his sincerity is obvious. "Nice" sounds too bland a word, but Ivan Capelli is an extremely nice person.

Nicknamed "Dustin" by Ken Tyrrell at the time of the 1985 Australian Grand Prix, he certainly has more than a passing resemblance to Dustin Hoffman, but with his closely trimmed dark hair, neat appearance and horn-rimmed glasses he looks more like a young Milanese businessman than either an actor or an F1 driver.



RUTH STARKE

CAPELLI

"Nicknamed 'Dustin' by Ken Tyrrell at the time of the 1985 Australian Grand Prix."

And probably, if Graziano Capelli had been in any other line of work, that's exactly what Ivan would have been.

A true Milanese, he was born in the northern Italian city on May 24, 1963 and had a traditional Catholic education. He has a sister, Irene, 18, who teaches modern dance and all his family are interested in and follow his career, although he doubts whether his mother is much of an enthusiast.

"She has always been scared about me racing. She didn't want me to race at all in the beginning, then when she realised I had the 'fever', she relented. But I can tell you exactly how my family will be watching a Grand Prix: my mother will be on the first floor of our apartment, looking at some other programme on television, my father and sister will be on the next floor watching the GP telecast, and – my mother will have an ear listening in both directions! But she won't sit down and watch the race".

It was, Ivan's mother had never attended a Grand Prix until this year, when his sponsor, the big Japanese financial group, Leyton House, invited his family to Suzuka to see the first Japanese Grand Prix.

"Well, I guess she enjoyed it. I kept seeing the two of them, my mother and sister, all alone at the back of the pits as I came in and out. My mother seemed to spend the whole time walking up and down the back of the pits instead of looking at the race, so I knew she was nervous".

He returns to Milan at the end of each season and enjoys seeing old friends, working out regularly in the gym and doing daily jogging to keep fit. He has no particular health problems, although he suffers from lower back pain, a legacy from the first Australian Grand Prix when the seat in his Tyrrell car cracked and he had to finish the race using the strength of his arms to support his back and spine.

After that particular drive, where he finished a fantastic fourth in what was only his second Grand Prix, Ivan had a season in Formula 3000 with the Genoa Racing Team, finishing the year as World Champion. In terms of prestige it was a great result. In terms of financial reward

or as an automatic entry to Formula 1, not so great.

"The Formula 3000 is not a rich championship nor does it necessarily guarantee a place in F1."

Without the sponsorship of Leyton House, I had no chance at all of getting a seat, even though I had won. But that's just the reality of life in F1. Even if you are good, you need big sponsorship money behind you. There are only about a dozen – maybe fifteen – drivers who are rich, the others are struggling and putting money back into their racing".

It was Ivan's Genoa Racing Team Manager, Cesare Gariboldi, who secured him the Leyton House sponsorship last year that got him a seat with the March F1 team in 1987. Cesare is with him now as a close friend and personal manager. He believes that Ivan is a "natural" driver and agrees with Murray Walker's assessment (and others) that Ivan will be one of the drivers to watch over the next few years.

"I think it will only take about two years before Ivan starts showing championship results. He has three things going for him: he is very fast, he is intelligent and he has a great working relationship with his team mechanics".

The latter is something about which Ivan feels strongly.

"My point of view is probably different from a lot of other drivers because my first priority within a team is that I really want to feel like one of the family. This is the most important thing for me. And that is why I am very happy with March and would like to stay with them. It is great to have fun with the mechanics, to have such a strong friendship – almost a brotherly relationship. Because I think that at least 50% of the work is done by the mechanics, the other half is done by the driver and the better the relationship you have, the better it is for results. We have a real mixture of nationalities within the team –

English, Australian, Italian, Portuguese. How do we communicate? Sometimes with great difficulty!"

The communication must be working because the March team have shown considerable progress this year, despite a serious engine shortage for most of the season that has made testing almost impossible. Ivan's best result was 6th at Monaco, an important one for the team.

"It was a big thrill for me to place at Monaco because to get in the points meant that all our travel expenses were refunded for the non-European GPs. It paid for us to travel to Mexico, Japan and Australia and that meant that all the money we would have spent on travel can now go into next year's testing programme".

Apart from that, it has been a learning year for March. "We have gained so much experience this year, it has been good for everyone. I can really notice the difference between now and the first race. We started off the season knowing that it was impossible for us to have an easy year – the atmospheric engine is just ridiculous in comparison with the turbos. But it's been a good year of preparation for 1988".

Harvey Spencer, the March Crew Chief, also describes Ivan as a "natural" driver with loads of ability, and very fast on the track. He says he looks after the car well and is particularly good at feeding back to the engineers exactly how the car has handled so they in turn can make the car easier to drive. "He's a very nice guy", says Harvey, "and he gets on well with all of us. He's got a good sense of humour and most of the guys here have, too. So we're a good match!"

Although he is perfectly happy with March and is not actively looking for another drive, Ivan admits that it's a difficult business moving up the F1 ladder.

"It is so difficult to find a good place in a team. Often they are looking for sponsorship money from the driver and this is difficult to find. Then there are all sorts of political reasons behind a drive as well. No, there are not many vacancies: there are maybe 5 drivers – Prost, Piquet, Senna, Mansell, Alboreto – who are playing for the "big" seats, and when these 5 have found their seats for the next season then all the rest of us can move in and fight for the remainder. Like musical chairs!" he laughs.

He is currently a member of the Marlboro World Championship Team and has been since 1984, in other Formulae. He seems in two minds about the particular advantage of this relationship.

"When I joined three years ago I thought then there were too many drivers in the team to make it particularly profitable for us. Even now, in F1, there are – what? – 8 of us? All the money I have received from the Marlboro sponsorship



RUTH STARKE

this year I have given to March for the team budget. That's part of my personal contract with March. Drivers further up the ladder probably keep theirs. What else does it mean to belong to the team? It means doing a lot of promotional work and attending all their press conferences at GPs! A lot of work and sometimes a lot of problems, especially when they hold them after Friday testing. Normally we are all staying in different hotels scattered around a city and you have to get to wherever they have scheduled the press conference. Mexico City was a nightmare – it took me one and a half hours in a taxi to get there and when I finally did, the conference was over!"

He knows that as an F1 Grand Prix driver he gets more female attention than he would as a Milanese businessman, but he is not the sort of person to let it turn his head or distract him from the job at hand.

"I really ignore all that during a GP weekend because I am there to work, not to have fun or fool around. There are 13 people who are relying on me to do the best job I can and I have to concentrate on that".

Another contributing factor to this commendable dedication is his girlfriend, Paola, who lives in Rome.

"When I first met her she knew nothing about F1 and that was nice, you know, because I knew she was not keen on me just because I was Ivan Capelli,



RUTH STARKE

Grand Prix driver. I love her and miss her a lot and I'm very faithful – and not just because she is a typically jealous Italian girl! But I have no plans to get married yet, I think I am too young, 29 or 30 would be about the right age".

Marriage is something he has obviously given some thought to and the high attrition rate among the GP circus is a bit of a worry.

"It is very, very hard to maintain a good marriage – for everyone, not just the drivers. There is a lot of divorce among the mechanics, too, because for at least 8 months of the year we are travelling the world. But for that very reason it is good to have a marriage or a steady girlfriend to give some continuity to your life, to have one good stable relationship. The biggest problem we all have is to find a nice woman who can understand the kind of life we lead and put up with it, and that is very difficult".

Next year Ivan intends to start building his own house just outside Milan, in the countryside near Cusago.

"I have designed it myself and it will have everything I have always wanted – lots of space, a gymnasium, a sauna and a special room where I can display all my trophies. I have 138 of them and they are all packed away in boxes back home in Milan because my mother absolutely refuses to clean them all!"

In an interview and chat lasting some ninety minutes, and over a long, leisurely Italian meal the next day, this is the only reference Ivan Capelli has made to his success. He has blushed at compliments and brushed them aside. He has to be prompted to talk about his Championship last year. "Self-effacing" has to be the word.

Success has a way of changing people and there are Formula One drivers at or near the top now who are not quite as approachable and charming as they once were.

But Ivan seems to have his feet firmly planted on the ground and a good grasp of the realities of his chosen career. When we are talking about the resurgence of Ferrari, he makes a telling remark.

"Like all Italian drivers, I would like to drive for Ferrari one day. The thing is, I hope to get the chance later in my career when I am older and wiser and more able to cope with all the political goings-on at Ferrari and the incredible pressure their drivers get from the Italian press. This is the big problem with life as a Ferrari driver. I don't know how Michele Alboreto has managed it for five years and he still stays calm and sane and is such a really nice person. I would hope to be like that".

I'd say that Ivan Capelli has every chance in the world.

RUTH STARKE

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

JAPAN

ROUND 15: SUZUKA
NOVEMBER 1, 1987



DAVE KENNARD

At the start of the year, we were saying there were more questions than answers as another season arrived. At the end of the year, easy answers are still in short supply, and the main question is: what would have happened if Nigel Mansell had not lost his Williams on one of Suzuka's testing turns and put himself out of contention for the 1987 World Championship?

At about twenty past one on the Friday of Japan's first Grand Prix weekend for ten years, Mansell – for the second year running – saw the title slip from his grasp. No question of component failure this time, as with the famous tyre in Adelaide: it looked like driver error, and of a particularly painful kind. Damage to Mansell's bruised and badly shaken body as the FW11B slammed

back off the tyre wall into the air; and who knows what harm has been done to that famous fighting spirit? Only Adelaide, if he makes it, and next season will tell...

So Nelson Piquet, almost by default, is World Champion, like Stewart and Lauda, for a third time. The Brazilian, winner of three races this year to Mansell's six, defended himself strongly in his celebratory press conference, citing consistency and careful avoidance of risks as the secrets of his 1987 success. Stung by allegations that Mansell's absence left him cruising, Nelson was to have a ding-dong battle with Ayrton Senna's Lotus in mid-race, until his FW11B's Honda engine cried 'enough'.

Here comes the second big question-mark from Japan. Would Mansell have given Honda the triumph they so desperately sought in Honda-land? The local supplier had a relatively unhappy weekend: Piquet's triumph balanced by Mansell's disaster, and the three Honda-powered cars left in the race outclassed by the joyously restored Ferrari of Gerhard Berger. Could Nigel have spoiled the Austrian's run to his second Grand Prix success?

The 28-year-old Berger set recent disappointments in Portugal and Mexico aside, grabbed pole position for the second time in his 51-race career, flew off the grid into an unassailable lead and retained it through a superb 6.97 second pit stop, to give Maranello its first victory since Germany in 1985. When Ferrari decide whether to go with 2.5-bar turbos or naturally-aspirated engines next year, we can all look forward to seeing the scarlet cars in regular contention again. Michele Alboreto, after all, recovered from a start-line stall to blast his way through to fourth place. Another question, then: what if...?

With Mansell gone, the man most likely to step in and dictate the race would have been Alain Prost. But a niggling season continued for Prost when he had to pit on lap two after his McLaren's left rear tyre deflated. Like Piquet, who had a tyre changed after the warm-up lap, Prost had suffered a cut in the rubber and after touring round slowly for most of a lap was relegated to last. Brilliant in adversity as always, Prost blazed through the field, unlaping himself as he went and setting the fastest race lap of 1.43.844, almost 127 mph, on the 35th of 51 racing laps. Seventh place was scant reward for the drive of a champion. What if...?

As Berger receded into the distance and Prost into the pits, the leader of the chasing pack was Boutsen in his Benetton. But yet again, fortune would



DAVE KENNARD



DAVE KENNARD

not favour the brave Thierry: by lap 12 Senna had passed the Belgian, followed by Piquet and a hard-charging Johansson. "I thought I had a winner on my hands", said a crestfallen Thierry, whose hopes expired with his car's clutch, leaving him to claim fifth spot – more than Teo Fabi, in his penultimate race for the team, could do as his engine died with just 16 laps gone. Alas, poor Boutsen: what if...?

Senna and Piquet, meanwhile, were having a private South American feud, Senna doing one of the things he is best at: closing the door as Nelson tried in vain to put a wheel through it. The longer it went on, the less likely it was that Piquet would prevail, and when his engine developed a terminal leakage on lap 46 a less-than-glorious climax to his third World Championship was over.

From then on, with the Ferrari seemingly out of sight, the man to watch was Johansson. Yet another question: how can a driver of this calibre be without a Grand Prix seat for next season? Aggressive from a lowly start, the Swede was first to pit on lap 20. A 7.98 second stop did his chances no harm at all, and for a brief few laps in mid-race it looked as if Berger might be caught, with the gap closing to just two seconds at one point.

But Berger had it all under control: his own stop on lap 28 was a superb

riposte, and until Prost stepped in it was the Austrian who held fastest race lap as he dispelled the threat from McLaren number 2. Thereafter he had only to keep it on the island, as he had failed to do in Estoril, and this time there was no mistake. Were we looking at another World Champion in the making? Disappointingly for Johansson, he was caught by Senna in the dying moments of the race as fuel and boost went away.

Sixth, and second of the Honda brigade, was Satoru Nakajima in the second Lotus – but only courtesy of Eddie Cheever's Arrows, which overhauled the local hero with three laps left, only to run out of fuel. In the land where face must be saved, Nakajima's point must have come as a great relief to himself and the men who make his engines.

Elsewhere, Rene Arnoux was carving his usual swathe among the midfield men. At the start, the intrepid Ligier driver helped Philippe Alliot's Lola into the wall, and at one-third distance he ended Ivan Capelli's hopes of taking the non-turbo honours as the March went missing. Poetic justice, then, that Arnoux succumbed as his tanks ran dry.

Capelli gone, Jonathon Palmer came home eighth overall, to add the Jim Clark Trophy to the Colin Chapman

Cup that Tyrrell had already claimed, pipping a down-on-power team-mate, Philippe Streiff, to that particular title. Will Ken now let the Frenchman go after two hardworking but unproductive years? Another French talent is Yannick Dalmas, who again brought the second Lola home among the fifteen finishers, proving that the gap from F3000 to F1 can be bridged: this is a name to watch, as could be Roberto Moreno. Forgetting the disappointment of not qualifying for Lotus at Zandvoort in 1982, the Brazilian – yes, another one – qualified well in the AGS Ford and drove an intelligent race until his retirement on lap 38.

So Suzuka came and went, ironically with no chance of testing some observers' theory that Mansell might not have been given all the help he deserved in the power stakes. Irony, too, that Nigel, quickest in Thursday's unofficial practice, should have paid fulsome tribute to the new track... is he fated to be the 'nearly' man? More gracious in those cruel circumstances than he was in Mexican victory, Nigel is entitled to feel the sun will rise again on his hopes of taking his sport's ultimate honour. Recent tests have held out high promise for the Judd engine that will power next year's Williams. What if...?

STUART SYKES

1987 FIA FORMULA ONE
WORLD CHAMPIONSHIP
Official Starting Grid
JAPANESE GRAND PRIX

Suzuka



1	A. PROST	FRA	1'40.652	-(1)-	1'40.042	28	G. BERGER	AUT	FERRARI
27	M. ALBORETO	ITA	1'40.984	-(2)-	1'40.850	20	T. BOUTSEN	BEL	BENETTON FORD
19	T. FABI	ITA	1'41.679	-(3)-	1'41.144	6	N. PIQUET	BRA	CANON WILLIAMS-HONDA
7	R. PATRESE	ITA	1'43.394	-(4)-	1'42.723	12	A. SENNA	BRA	CAMEL LOTUS HONDA
8	A. DE CESARIS	ITA	1'43.618	-(5)-	1'43.371	2	S. JOHANSSON	SWE	MARLBORO McLaren TAG
18	E. CHEEVER	USA	1'44.277	-(6)-	1'43.685	11	S. NAKAJIMA	JPN	CAMEL LOTUS HONDA
24	A. NANNINI	ITA	1'45.512	-(7)-	1'44.626	17	D. WARWICK	GBR	U.S.F. & G. ARROWS MEGATRON
10	C. DANNER	BRD	1'46.118	-(8)-	1'46.023	9	M. BRUNDLE	GBR	WEST ZAKSPEED
30	P. ALLIOT	FRA	1'47.385	-(9)-	1'46.200	25	R. ARNOUX	FRA	LIGIER LOTO MEGATRON
16	I. CAPELLI	ITA	1'48.312	-(10)-	1'47.775	3	J. PALMER	GBR	COURTAULDS TYRRELL FORD
29	Y. DALMAS	FRA	1'48.678	-(11)-	1'48.337	23	A. CAMPOS	SPA	MINDARDI MOTORI MODERNI
26	P. GHINZANI	ITA	1'49.641	-(12)-	1'48.017	21	A. CAFFI	ITA	STEVANI OSELLA
14	R. MORENO	BRA	1'50.212	-(13)-	1'49.741	4	P. STREIFF	FRA	COURTAULDS TYRRELL FORD

Race Classification after 51 laps = 298.809 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	Lap
				Ferrari	1:32'58.072	192.847		1'45.540	34
1	28	G. Berger	AUT	Camel Lotus Honda	1:33'15.456	192.247	17.384	1'45.805	49
2	12	A. Senna	BRA	Marlboro McLaren TAG	1:33'15.766	192.237	17.694	1'46.323	34
3	2	S. Johansson	SWE	Ferrari	1:34'18.513	190.105	1'20.441	1'46.534	28
4	27	M. Alboreto	ITA	Benetton Ford	1:34'23.648	189.933	1'25.576	1'47.182	41
5	20	T. Boutsen	BEL	Camel Lotus Honda	1:34'34.551	189.568	1'36.479	1'48.206	27
6	11	S. Nakajima	JPN	Marlboro McLaren TAG	1:32'59.440	189.019	1 LAP	1'43.844	35
7	1	A. Prost	FRA	Courtaulds Tyrrell Ford	1:33'45.706	187.464	1 LAP	1'50.111	34
8	3	J. Palmer	GBR	U.S.F. & G. Arrows Megatron	1:33'57.583	187.070	1 LAP	1'47.421	41
9	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	1:34'42.270	185.598	1 LAP	1'49.221	33
10	17	D. Warwick	GBR	Brabham BMW	1:32'03.706	187.108	2 LAPS	1'48.581	24
11	7	R. Patrese	ITA	Courtaulds Tyrrell Ford	1:33'24.919	184.397	2 LAPS	1'51.236	44
12	4	P. Streiff	FRA	Ligier Loto Megatron	1:31'21.914	184.686	3 LAPS	1'49.915	29
13	26	P. Ghinzi	ITA	Larrousse Lola Ford	1:32'54.028	177.850	4 LAPS	1'52.080	40
14	29	Y. Dalmas	FRA	Canon Williams-Honda	1:24'44.283	190.833	5 LAPS	1'46.706	41
15	6	N. Piquet	BRA	Ligier Loto Megatron	1:24'20.370	183.399	7 LAPS	1'49.384	28
16	25	R. Arnoux	FRA	Stevani Osella	1:23'04.922	181.943	8 LAPS	1'51.917	35
17	21	A. Caffi	ITA	El Charro AGS Ford	1:18'11.608	170.839	13 LAPS	1'54.015	15
18	14	R. Moreno	BRA	Minardi Motori Moderni	1:07'15.104	182.953	16 LAPS	1'51.848	32
19	24	A. Nannini	ITA	West Zakspeed	1:00'48.182	185.012	19 LAPS	1'50.367	28
20	9	M. Brundle	GBR	Brabham BMW	49'09.256	185.946	25 LAPS	1'50.422	18
21	8	A. De Cesaris	ITA	Benetton Ford	29'56.048	187.901	35 LAPS	1'49.170	9
22	19	T. Fabi	ITA	West Zakspeed	24'51.203	183.879	38 LAPS	1'52.813	7
23	10	C. Danner	BRD	Leyton House March Ford	24'55.967	183.294	38 LAPS	1'52.213	13
24	16	I. Capelli	ITA	Minardi Motori Moderni	4'09.781	168.887	49 LAPS	1'59.121	2
25	23	A. Campos	SPA						

FASTEST LAP: 1 A. PROST (FRA) - LAP 35 TIME: 1'43.844 203.116 km/h

Retirements

No.	Driver	Car	Reason	Laps
20	Alliot	Lola	Accident	1
23	Campos	Minardi	Engine	3
16	Capelli	March	Collision	14
10	Danner	Zakspeed	Accident	14
19	Fabi	Benetton	Engine	17
8	De Cesaris	Brabham	Engine	27
9	Brundle	Zakspeed	Engine	31
24	Nannini	Minardi	Engine	36
11	Moreno	AGS	Engine	39
21	Caffi	Osella	Engine	44
25	Arnoux	Ligier	Out of fuel	45
6	Piquet	Williams	Engine	47
7	Patrese	Brabham	Engine	50

Drivers' World Championship

1	N. Piquet	73
2	N. Mansell	61
3	A. Senna	57
4	A. Prost	46
5	S. Johansson	30
6	G. Berger	27
7	T. Fabi	12
8	T. Boutsen	12
9	M. Alboreto	11
10	E. Cheever	11
11	S. Nakajima	8
12	R. Patrese	7
13	A. De Cesaris	6
14	P. Streiff	4
15	J. Palmer	4
16	D. Warwick	4
17	P. Alliot	3
18	M. Brundle	3
19	R. Arnoux	2
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	137
2	Mc Laren-TAG	76
3	Lotus Honda	64
4	Ferrari	38
5	Benetton Ford	24
6	Arrows Megatron	11
7	Brabham BMW	10
8	Tyrrell Ford	8
9	Lola Ford	3
10	Zakspeed	2
11	March Ford	1
12	Ligier	1

RISING SON

"I am really looking forward to racing at Suzuka," says Camel Team Lotus Honda racing driver Satoru Nakajima. "At last I am racing on a circuit I know well."

"I have won six Formula 2 Championships at Suzuka and around 20 races," he added.

And although it is the first Japanese Grand Prix for 10 years the country still holds powerful memories for both Team Lotus and number one driver Ayrton Senna.

Ayrton has raced in Japan once - at Fuji Speedway - in a kart and finished fourth. While Team Lotus return to memories of Mario Andretti's victory from pole in 1976.

The present Camel Team Lotus Honda have a strong all round performance to match because the team's second driver, then Gunnar Nilsson, finished in the points too: he was sixth.

The following year Andretti started on pole but victory went to James Hunt in a McLaren.

A 24 year-old Formula Three driver watched that race. His name was Satoru Nakajima. Now he has six world championship points to his credit with a sixth, fifth and fourth at San Marino, Belgian and British Grands Prix respectively.

"It is quite a demanding circuit because there are around 28 gear

changes a lap and that means some 1500 changes during the course of a full Grand Prix distance," said Satoru.

"But at the same time it does have a straight which gives the drivers a brief chance to relax.

"A high grid position is important because there are really only two overtaking places. One is the pit straight and the other is the piece of track after Spoon Curve.

"Suzuka is a great circuit to race on. It is a real challenge because it has so many different kinds of corners. The secret to a fast lap is getting a good rhythm going through the bends," he said.

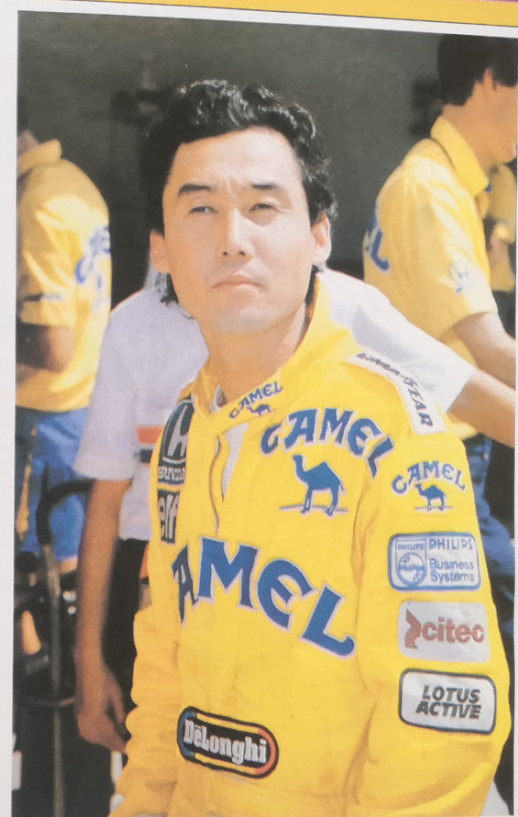
"I would like to score a few more championship points. It would be great to match my fourth place, at Silverstone, or perhaps even better it.

"One of the things I have enjoyed this season is visiting new countries but that doesn't come close to matching the pleasure I will get from competing in my own country: even though there is a lot of pressure on me to do well," added Satoru.

Both Satoru and Ayrton will be

Championship points after penultimate Grand Prix in 1986 (Mexico):

- 1, Nigel Mansell 70* (72).
 - 2, Alain Prost 64* (65).
 - 3, Nelson Piquet 63.
 - 4, Ayrton Senna 55.
 - 5, Keke Rosberg 22.
 - 6, Stefan Johansson 19.
- (* = best 11 results)



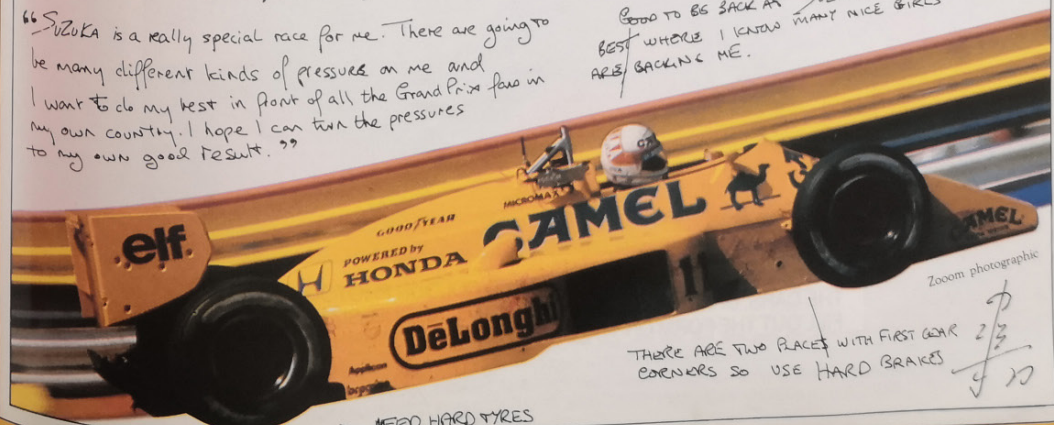
working hard to wipe out the memory of the Mexican Grand Prix where both retired. Ayrton

retired while third and Satoru crashed out on the start of the second lap.

JAPAN '87 Nakajima says

"SUZUKA is a really special race for me. There are going to be many different kinds of pressure on me and I want to do my best in front of all the Grand Prix fans in my own country. I hope I can turn the pressures to my own good result."

GOOD TO BE BACK AT SUZUKA. THE CIRCUIT I KNOW BEST. WHOLES I KNOW ARE BACKING ME. MANY NICE GIRLS



THERE ARE TWO PLACES WITH FIRST GEAR CORNERS SO USE HARD BRAKES

MEED HARD TYRES

**SPECIAL
OFFER**

THE 1988 INTERNATIONAL GRAND PRIX CALENDAR . . ONLY \$12.95

*INCLUDES POSTAGE & HANDLING
NORMALLY \$14.95 (WITHIN AUSTRALIA)

PRIX EDITIONS Formula One INTERNATIONAL GRAND PRIX CALENDAR 1988



GLIDEROL
ROLLER DOORS

FEATURING DRAMATIC POSTER-SIZED COLOUR PHOTOGRAPHS OF
THE CARS, DRIVERS, EXCITEMENT AND GLAMOUR. SIZE: 490x340mm.
FILL OUT THE FORM ON THE LAST PAGE AND ORDER YOURS NOW!

FORMULA 1 AFTER SHAVE AND PARFUM



PLEASE SEND ME:

DISCOUNTS ON BULK PURCHASES
AVAILABLE UPON REQUEST

NAME _____

ADDRESS _____

P/CODE _____

SIGNATURE _____
(ORDER NOT VALID UNLESS SIGNED)

- ☐ PARFUM @ \$29.95 + \$2.50 P/P
☐ AFTER SHAVE @ \$29.95 + \$2.50 P/P
ANY TWO BOTTLES: \$54.95 + \$5 P/P

(PRINT NUMBER OF BOTTLES REQUIRED IN THE BOX)
I enclose a cheque/money order for \$ _____
or charge to my

- ☐ BANKCARD ☐ MASTER CARD
☐ DINERS CLUB ☐ VISA CARD
☐ AMERICAN EXPRESS

CARD NO. _____
ACCOUNT NAME _____
EXPIRY DATE OF CARD _____

COMPLETE AND CUT OUT THIS MAIL ORDER AND RETURN TO:
J.V.E. PTY. LTD., 26 TARANA STREET, NARRABUNDAH CANBERRA, A.C.T. 2604 TELEPHONE (062) 95 7029 FAX (062) 95 2791
ALSO AVAILABLE FROM ALL MAJOR RETAIL OUTLETS, SELECTED PHARMACIES AND SOUVENIR SHOPS

**FRESH
FACES**

ROBERTO MORENO

BRILLIANT BRAZILIAN



Another brilliant Brazilian made his appearance at the Australian Grand Prix when 28-year-old Roberto Moreno replaced Pascal Fabre to drive car no. 14, the AGS JH 22 entered by the El Charro Team.

Moreno had his first F1 race in the Japanese Grand Prix. He qualified last and failed to finish the race, but impressed everybody with his go-for-broke dash from the back of the grid, passing six cars before the first corner.

Probably nobody expected him to do particularly brilliantly in the Australian Grand Prix, given the car and the circuit, but this is a race which always throws up a few surprises, among them the disqualification of Senna's Lotus which allowed Roberto to squeeze into the points with a fine sixth place and a brighter financial future in 1988 for the AGS Team.

He had high hopes himself of finishing well, because after two days of practice on the Adelaide circuit he was fulsome in his praise, claiming it suited him and his car particularly well.

"It is a fantastic circuit, really beautiful! I think it is probably the best circuit in the world – at least for me it is. I used to think that the best was in Toronto – that's an Indy car circuit that

not many F1 drivers would be familiar with – but Adelaide has beaten it in a big way!"

Roberto has, in fact, won three Australian Grands Prix – in 1981, '83 and '84, before it was given championship status – and recently put in some pretty impressive testing for the Williams team at the Österreichring, when he managed to beat Piquet's fastest time set during the Austrian Grand Prix.

**"NELSON HAS
BEEN LIKE A
FATHER TO ME..."**

Like his fellow countrymen, Roberto's early interest in racing and all things mechanical was channelled into go-kart racing. In fact, he bought a second-hand kart from Nelson Piquet and worked as a motorbike mechanic to finance his racing. He left Brazil in 1979 to pursue a professional racing career in England, and is free in acknowledging the debt he owes to Piquet.

"Nelson has been like a father to me... not in terms of age because there is only 7 years between us, but in terms of help, encouragement and experience. He taught me everything he knew about

including the food and the weather. "But I put up with it because of the racing. I really dedicate myself full time to racing and do everything necessary to improve – exercise, diet, everything! I even live near my workshop!"

But when the English racing season is over, he returns each year to join his family in Brasilia for the Christmas and New Year holidays.

Although Brazil doesn't produce the number of drivers that countries such as Italy and England do, they tend to throw up potential world champions every few years and Roberto has a theory about this.

"When we decide to take up racing professionally, we have to leave Brazil and leave everything and everybody

behind. And we don't come back until we've made it. My mother kept my room exactly as I had left it for a very long time, hoping that I would come home again. But when we leave, we leave to seek success and I would never have gone back home if I had not succeeded! So we work 24 hours a day towards that goal. Whereas the French, Italians, English, they have their homes and families close by; when they have a problem they can go back and talk it over with their families. When I have a problem I have to sit down and work it out for myself. So that's the difference, I think. We Brazilians are all very determined about what we want to achieve and we usually get it!"

As far as 1988 and his immediate future is concerned, his big hope is to secure a permanent drive with AGS.

"That's why I have done the last two races, to try and convince the sponsors to stay with the team next year. We want to prove to them that we are improving and developing, and that next year, with a brand new car, we will be even better".

If the results of the Australian Grand Prix don't convince the sponsors, nothing will. It was the team's highest placing since their debut in 1986, and their car's finest drive.

RUTH STARKE



**FRESH
FACES**

STEFANO MODENA GRAND PRIX ROOKIE

There wasn't a newer face on the starting grid for the Australian Grand Prix than that of Stefano Modena's. Just nine days before, he was sitting at home in Italy when he received a phone call from his sponsor, Marlboro, telling him of the Mansell/Williams' situation that had led to the spare seat.

"Marlboro say to me that there is a possibility to race in Adelaide and they will give me the answer on Sunday. I wait and on Sunday they ring and say 'You leave for Adelaide!'" and when I arrive here on Wednesday they tell me I am going to race for Brabham".

Modena was signed in a one-off contract to replace driver Riccardo Patrese, who was given an early release from the Brabham Team to take the place of Nigel Mansell whom he will partner next year.

Although his only experience of a Formula 1 car had been obtained just a few days previously, testing for Benetton at the Imola circuit, Stefano has packed plenty of racing experience into his 24 years.

In common with most other drivers, he started kart racing at 12 and three years later won the Junior World Championship in Luxembourg and finished fifth in the national series. He won the Italian 100 cc Championship in 1980 and by 1984 had also won the European, Pan-American and World Titles.

From karting it was a logical step to Formula 3 in 1985. He won the European championship the following year and in 1987 graduated to the competitive Formula 3000 class, in which he drove a March car with the Mike Earle's Onyx Race Engineering team and won the Championship.

Because of his involvement with the British Onyx team, Stefano has lived for most of this year in Bognor Regis, although his home and family are in Modena, Italy.



He is the middle child of three, having a brother and a sister, and says he owes a lot to his father's support, both at the beginning of his racing career and up to the present day. "I think I am going to need a lot of help!" he said in the paddock the day before the race, seemingly slightly dazed by the demands made upon him by the media and the intense interest in the baby-faced newcomer with the long unruly locks.

He has been in Australia before, when he raced karts in Perth in 1983, but is looking forward to seeing more of the country. "I think Australia is a lovely place but what a terrible flight! It takes such a long time to get here!"

Especially when you fly non-stop, full of excitement and uncertainty about the outcome of your last-minute dash.

"Well, I was excited but I didn't want to get too excited in case something happened and I didn't get the drive. I kept trying not to think of it and thought better to save my excitement for when I was actually sitting in the car".

When that happened for the first time, at Friday's untimed practice, Stefano set the 22nd fastest time nearly 30 minutes into the session of 1:28:326 and shortly afterwards had his first spin at the end of the fast Brabham Straight.

At Friday's qualifying session he improved his performance and recorded 15th fastest time of 1:21. Despite Saturday's track being very oily and slow, he continued to improve his times, posting 1:21:014, and winning an eventual grid position on the eighth row.

Under gruelling race conditions, that saw only eight cars make it to the finish line, and driving a car which has by general agreement the most difficult engine of all to cope with, Stefano made it up to 12th place before retiring with heat exhaustion on lap 51.

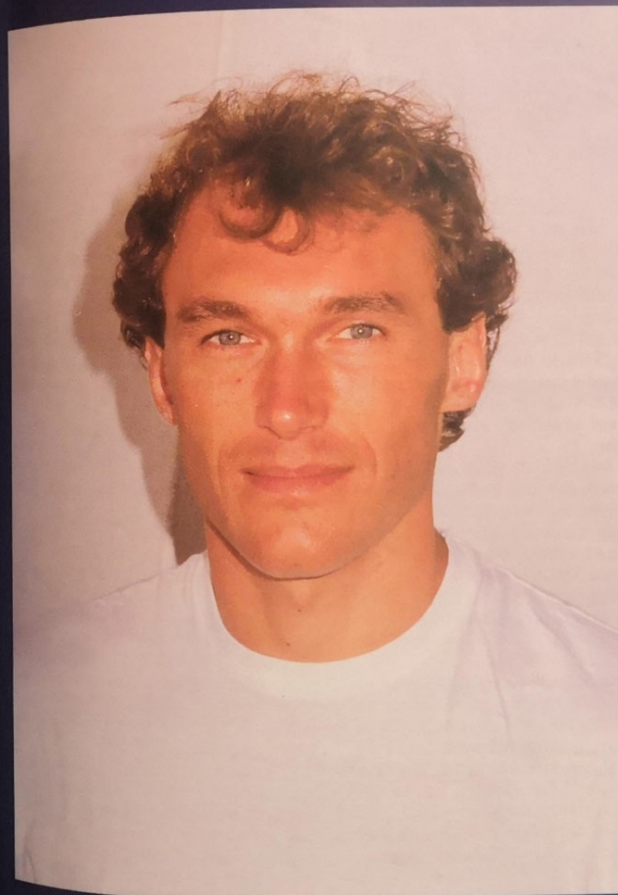
"A Grand Prix star of the present!" exclaimed race commentator Murray Walker in a burst of early enthusiasm, and James Hunt, who coached him during his Formula 3000 year, described him as "an exceptional talent".

"About the future" said Stefano. "I am not sure, except that my hopes are simply to race in Formula 1. I have tested only for Benetton and I don't know what will happen there, it is not my decision. I have been too busy to really think about it, just racing at Adelaide was enough on my mind and I haven't spoken to anyone at Brabham about my future. But I hope it is in Formula 1".

RUTH STARKE

PHILIPPE STREIFF

"LOVE AT FIRST SIGHT"



Ruth Starke interviews the Data General Tyrrell driver at the Australian Grand Prix

It has been a hot day on the track, this second day of qualifying, and Philippe Streiff has just put his car 18th on the grid, one placing ahead of his team-mate, Jonathon Palmer. It shows how evenly the two are matched, in terms of both machinery and ability, because Philippe was Jonathon's closest rival for the Jim Clark Cup, the Formula One Championship for the normally-aspirated cars, this year. Jonathon's record is six wins, four seconds and two thirds; Philippe's is four wins, five seconds and two thirds.

Such intense rivalry has led to bitter clashes between team-mates in other camps this year, but not so in the Data General Team Tyrrell. Jonathon himself describes their relationship as a "healthy rivalry" and Philippe agrees.

"It is really good to have a team-mate like Jonathon because we work closely together. At the beginning of a Grand Prix weekend we start with different set ups for our cars, and at the end of each day we get together and compare notes and that way we achieve more. Jonathon tries something, I try something else and we get results much quicker. But understand that this is for the two days of practice only - during the race we are not team-mates any more, we are adversaries!"

This last said with a Gallic pronunciation and a wide grin, but you'd better believe he is telling the truth because who could forget Streiff's mighty shunt with team-mate Jacques Lafitte in the closing minutes of the 1985 Australian Grand Prix that nearly took both of them out of the race?

"Well, it finished okay because we came second and third, but of course it could have been very dramatic for the team if the two cars had stopped there with only 2 laps to go. In fact, it was a misunderstanding - I misread the pit board and their information on the driver following me, Capelli. I thought Jacques was one lap behind me because he had a slower engine, and that if I didn't pass him then Capelli would catch me. I did not understand why Jacques did not let me pass. In fact, he braked very early, which I was not expecting, and I rammed into the back of his car. Yes, the team were very angry but after we had the explanation of what had happened everything was okay. We all had dinner together on Sunday night and Jacques is still a good friend. He was a good team-mate because he was so experienced and I was just beginning. I was lucky to be with him in my first season".

The 1987 season has seen two major shunts for Philippe, the first at Spa in May which involved both Tyrrells and halted the race. Philippe climbed from the appalling wreckage, returned to the pits and shortly afterwards resumed the race in the spare car. The reason he survived, he thinks, is probably because of the unique carbon fibre structure of the Tyrrell cars, but he did suffer a painful cracked rib.

"Then the next race in Monaco I had a brake failure and another big shunt - two in a row. May was not a lucky month for me! When the doctors came to examine me after the crash they were very surprised to see already a big

bandage around my ribs. And here I was again, just 2 weeks later, another cracked rib and another big bandage! But of course I keep on driving – this comes with the job."

He laughs so much at this that one would think that surviving shunts and driving F1 cars at 150 km/h with cracked ribs was one of the more amusing parts of the profession. But Philippe Streiff is like that. He's not a complainer and he doesn't make excuses. His sponsors and mechanics say he is "one of the nicest people you'd ever want to meet". I can't even tease an admission out of him that he is the teeniest bit jealous that his team-mate has snatched the Championship from him this year.

"No, no, there can only be one winner and I was really not in good condition this year to do my best in many races. Before Japan we were very close, sure, but I was nearly 2 seconds slower than Jonathon so there was no question of a battle for the race. I am happy for him and a little bit unhappy for me!"

We are having this chat in a portable shed at the back of the Tyrrell pits because it is the only place around that provides a minimum of quiet. The outside temperature is about 30°; inside this tin shed it is about ten degrees hotter still ("But this is nothing compared to Rio!" Philippe assures me.) We are perched on a mechanic's bench which has been spread with one of Philippe's T-shirts. His stained and sweat-soaked racing suit hangs on a wall in front of us and his 3-year-old son, Romain, sits on a pile of tyres, chewing on a set of headphones.

Back home, being looked after by two doting grandmothers, is a new baby boy and Renee Streiff, who has just joined us, tells me that being married to a Formula 1 driver poses its domestic problems.

"They are never at home when you want them and if you have children you have to decide where to be, with them or with him. You can't be both places. I usually travel with Philippe and that means our children stay at home and we miss them a lot. Romain is with us here in Australia because it is the last race of the season and we take our holidays".

The family live in Neuilly, a suburb of Paris, but in January are moving to Switzerland. Philippe thinks it will be better for his taxes, but also a better place to bring up their sons. He was born in Grenoble and they will be living just 50 kilometres across the border and in close contact with all his family who still reside in Grenoble.



SIPA SPORTIVE ACTION

"It was nice to live in Paris and certainly it was necessary to be there at the beginning of my career, but now it is not so important and I would rather have somewhere to relax in between Grands Prix, so that is why we are moving to the Swiss countryside".

When I ask Renee how she and Philippe met, the question is met with a burst of laughter and then the admission.

"I met him 10 years ago. I was a radio journalist and Philippe won the final of the Jean-Pierre Beltoise award at the Ledendon racing school. I had been working on a story about young French sportsmen and women and I went to this racing track, Nogaro, in the south-west of France, and rang Philippe and asked whether he would give me an interview..."

By this stage, Renee is laughing so much I don't know whether it is because there is more to the story than she is telling me or whether she is drawing certain parallels in her mind. I enquire whether their first meeting was love at first sight. More laughter!

"Well, he was very interested but I think it was more because he thought I was a journalist who maybe could help him in his career! Of course, I also thought he was very good looking, so we both had different motives, perhaps!"

Fresh gales of laughter. Philippe has dashed back to the track to watch one of the supporting races so I can't see his reaction to this, but the couple have been married for five years and are obviously happy and well-suited, although Renee assures me that, contrary to the widely-

held belief, all Frenchmen are not romantic at all, but he is a good husband and a very good father. He's a quiet man and rather introverted. Maybe a little shy, too, but sometimes that is just because of the language problem. For him difficult because of the language, but we are both improving".

Language barriers may sometimes prove a slight problem, but not jealousy. "No, I think it is really not possible to be the wife of a driver and to be jealous. It would drive you crazy to be like that".

But it's not so easy to dismiss feelings of fear and Renee confesses to being "very afraid" as she watched Philippe come to grief at Spa and Monaco.

"The worst part of any race for me is the start. I hate to watch then because they are driving with full tanks and if anything happens, it will be very dangerous. After a few laps I can relax a bit, but at the start, no, I am very nervous and tense. Watch me tomorrow, you will see me with my fingers like this!" and she holds them up, crossed.

Philippe has missed all this conversation which is probably a good thing, given that he will be lining up on the grid with a full tank in less than 24 hours time, so when he rejoins us I ask him whether he thinks the French racing schools help foster an interest in motor racing and contribute to the number of French drivers currently in the different formulae.

"Well, it certainly helps us. It is a very good training ground to have these schools which are run with the help of big sponsors such as Elf, Marlboro and Gitane. If you win their championships it is an even bigger help because that can get you into Formula 1. In my case, the prize was a racing car which helped me into Formula Renault and then Formula 3 in 1979. That was the year Alain Prost won – I came second".

When Alain won his first Formula 1 World Championship he was quoted as saying that it was not a French victory it was a Prost victory, and claimed not to be particularly patriotic.

When I pose the question to Philippe he answers without hesitation. "Patriotic? Of course! Look at my helmet! But if I won the Championship I would see it first as a win for Streiff, for me, because I had done all the effort to win, but of course I would be happy for France too – I have a lot of support from France – but first for me!"

Given the racing schools, the racing tradition and the availability of

sponsorship money in France, why are there not more French drivers? There are just 5 in the Australian Grand Prix, compared with 9 Italians, for example, and France waited a long time to produce Alain Prost. (Indeed, President of FISA, Jean-Marie Balestre, was reported as saying after the Japanese Grand Prix that he was concerned at the number of Italians in the ranks of the F1 drivers, though what he can do to reduce their numbers is something of a puzzle.)

"I think there is far more sponsorship money available in Italy than France and I don't know why, but the Italians are much more interested in Formula 1 than the French. They also have their own racing schools in Italy and, of course, there is Ferrari. We have been a long time without a good race team, but now there are three and maybe we will be able to produce more French drivers. There are certainly a lot of good ones in Formula 3000".

The Tyrrell contract comes up for renewal on November 30 and it seems likely that both he and Jonathon Palmer will remain with the team that has given them so much success this year.

"I would like to stay with Tyrrell because it will be my third year and the best one, I think. 1986 and especially 1987 were transition years with a lot of trouble and '87 will be the best, I am sure".



SIPA SPORTIVE ACTION

MOTOROLA
OFFICIAL RADIO COMMUNICATIONS SUPPLIER
AUSTRALIAN GRAND PRIX
1985 1986 1987



From the excitement of the Grand Prix in Adelaide... to the magnificent Darling Harbour Project in Sydney... across to the making of Crocodile Dundee II in the Northern Territory...
Hundreds of companies throughout Australia hire our portable two-way radio equipment whenever they need it... and we'll pick it up when they don't.
Same Day Service - All Inclusive Daily Rates



MOTOROLA

Short Term Rental... And All Your Communication Needs



*Looks that
mean
Grand Prix*



PLEASE SEND ME...

☐ **PRIX EDITIONS INTERNATIONAL GP JACKETS @ \$70 each**

BLACK WITH RED TRIM
☐ SML ☐ MED ☐ LGE ☐ XL ☐ BLACK WITH GOLD TRIM
SIZES: SML 34" - 36" MED 38" - 40" LGE 42" - 44" XL 46" - 48"

☐ **PRIX EDITIONS LIMITED EDITION INTERNATIONAL PITSUIT @ \$120 each**
ONLY AVAILABLE IN RED - SIZES ☐ 8 ☐ 10 ☐ 12 ☐ 14

☐ **300 kph PRIX EDITIONS T/SHIRTS @ \$15 each**
☐ SMALL ☐ MEDIUM ☐ LARGE

I ENCLOSE A CHEQUE/MONEY ORDER FOR (Australian) \$ _____
OR CHARGE TO MY...

☐ BANKCARD ☐ MASTERCARD ☐ DINERS ☐ VISA ☐ AMERICAN EXPRESS

ACCOUNT NAME

CARD NO.

EXPIRY DATE OF CARD

NAME

ADDRESS

SIGNATURE
(Order not valid unless signed)

SEND TO: PRIX EDITIONS - 62 DULWICH AVE., DULWICH 5065 ADELAIDE
SOUTH AUSTRALIA OR PHONE (08) 31 5100

ALL PRICES INCLUDE POSTAGE WITHIN AUSTRALIA
PLEASE ALLOW UP TO 28 DAYS FOR DELIVERY

OVERSEAS ORDERS - NEW ZEALAND AND U.S. - PLEASE INCLUDE \$6.00 (AUST.)
AIRMAIL POSTAGE AND HANDLING FEES

1988

\$20
PACKAGE

SPECIAL OFFER FOR PRIX
EDITIONS READERS IN
AUSTRALIA.

THE COMPLETE SET OF PRIX
EDITIONS - 1988 - FOR ONLY
\$20.00 - SENT AIRMAIL.

RELEASE DATES 1988 - JUNE,
AUGUST, OCTOBER, DECEMBER.

I ENCLOSE A CHEQUE/MONEY ORDER FOR (Please Tick)

☐ \$20 PACKAGE - SPECIAL OFFER - 4 ISSUES OF PRIX EDITIONS 1988
☐ \$12.95 - INTERNATIONAL GRAND PRIX CALENDAR 1988

NEW ZEALAND (Australian Dollars)

☐ \$25 - 1988 SUBSCRIPTION - SENT AIRMAIL
☐ \$8 - 1987 AUSTRALIAN GRAND PRIX DECEMBER EDITION - SENT AIRMAIL
☐ \$17 - 1988 INTERNATIONAL GRAND PRIX CALENDAR

U.S.A. & CANADA (Australian Dollars)

☐ \$28 - 1988 SUBSCRIPTION - SENT AIRMAIL
☐ \$10 - 1987 AUSTRALIAN GRAND PRIX DECEMBER EDITION - SENT AIRMAIL
☐ \$18 - 1988 INTERNATIONAL GRAND PRIX CALENDAR

OR CHARGE TO MY...
☐ BANKCARD ☐ MASTERCARD ☐ DINERS ☐ VISA ☐ AMERICAN EXPRESS

ACCOUNT NAME

CARD NO.

EXPIRY DATE OF CARD

NAME

ADDRESS

SIGNATURE
(Order not valid unless signed)

FOR EXTRA ORDERS, SIMPLY ENCLOSE MONIES AND NOMINATE NUMBER
OF PACKAGES

AMOUNT ENCLOSED \$ _____

**Ready for another
polished performance.**



Fountain Hue Feb 3875

 **Lufthansa**



Team Lotus
HONDA



SMOKING REDUCES YOUR FITNESS

Health Authority Warning
Packaging warning required by Government regulation

AFB 628-C REV 1/83